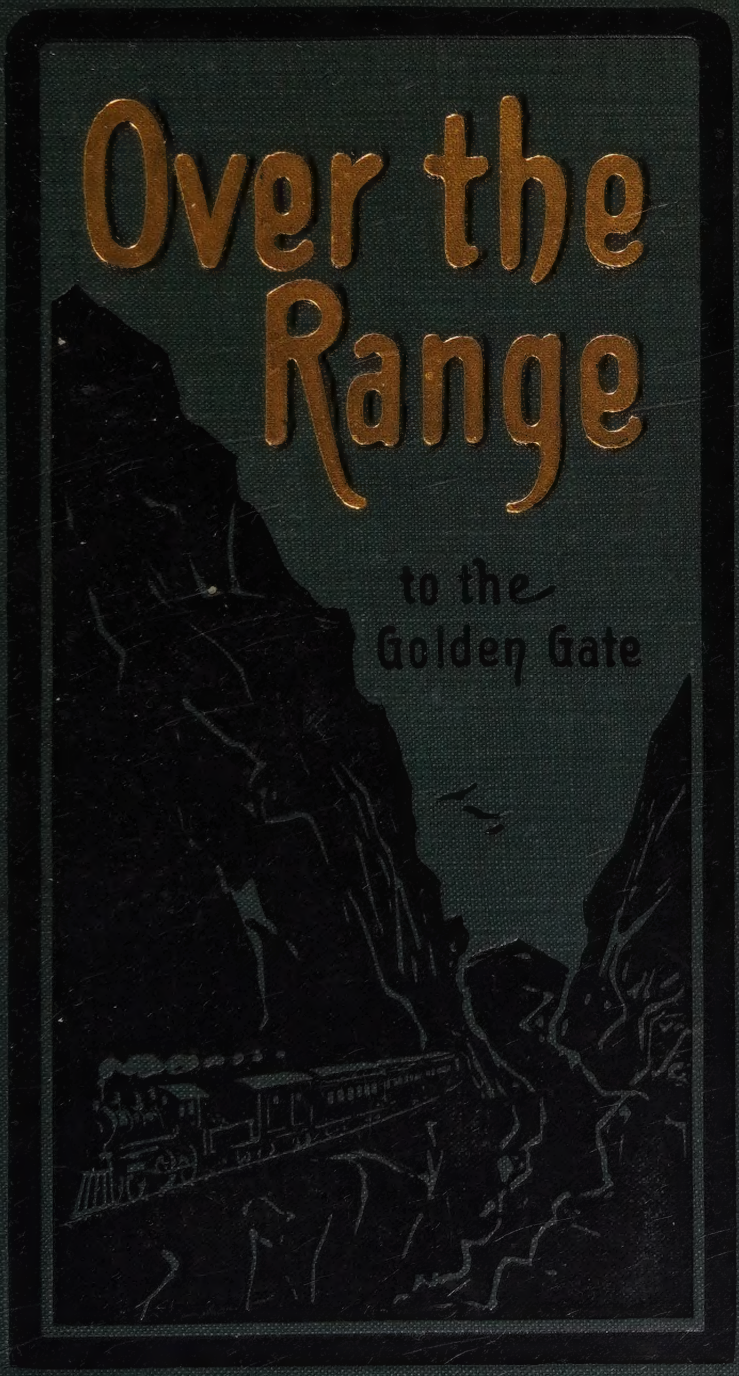
Over the Range

to the Golden Gate



CAÑON OF THE GRAND RIVER

Over *the* Range *to the* Golden Gate

A Complete Tourist's Guide

To

Colorado, New Mexico, Utah, Nevada, California, Oregon, Puget Sound, and the Great Northwest

By Stanley Wood

Revised to 1907 by C. E. Hooper

Chicago

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PREFACE.

IT is no light undertaking to prepare a guide-book which shall adequately describe the places of interest on the great trunk lines between Denver on the hither side of the Rocky Mountains, San Diego at the southern extremity of California, and Portland, Seattle, and Tacoma, the three commercial entrepôts of the Great Northwest. Yet such is the undertaking purposed. In a work of this character fact must ever stand paramount to fancy, and lucidity of expression take the precedence. No attempt will be made at "fine writing"; every effort will be made to state just such facts as the traveler would like to know, and to state these facts in clear and explicit language.

The country traversed is most interesting, abounding in scenes of the greatest variety, from the broad and billowy expanse of the boundless prairie to the rugged grandeur of the American Alps, from the picturesque quaintness of New Mexico and the nomadic wildness of the Indian reservations to the polished civilization of metropolitan cities. There is no journey which can be taken on the continent of North America that presents so much of interest to the tourist, and which can be taken with such a comparatively moderate outlay of time and money, as the one described in the following pages. New Mexico, Colorado, Nevada, California, Oregon, Washington Territory! What a field for investigation, investment or pleasure! These are the lands of gold, of silver, of coal, of agriculture, of all fruits known to the temperate and sub-tropical zones. These are the lands of new endeavors, of fresh impulses, and for these reasons are of special interest to tourists, business men, and seekers after health and pleasure. Aside from the interesting character of the subject discussed, there is also a special value in the work now presented to the reader, inasmuch as great care has been taken to gather information that shall be found statistically accurate. In a work of this character it is difficult to combine accurate information with matters of general interest in such a way that neither shall have an undue prominence. The writer has endeavored to attain this desirable medium. One thing is certain, nothing in this book is venal in its character. The opinions here expressed are those of the writer; the descriptions of scenes given here are reproductions of the feelings inspired by those scenes. There has been no bias in any direction. On the contrary, every effort has been made to write judicially, and at the same time, retain the enthusiasm which the traveler naturally feels in beholding new sights and scenes.

As an aid to the traveler abundant illustrations have been prepared, which will give the purchaser of this book an idea of what he may expect to see; and which, after he has beheld these places, will serve as a reminder of those pleasant scenes which by their assistance can never fade from his memory.

It has been the endeavor of the writer to meet as nearly as possible the wants of all classes of travelers. Information of value to the tourist for pleasure, the health seeker, the sportsman, and the man of business, will be found in the pages of this book. Nothing has been written in the interests of any clique or class. The

BIRD'S-EYE VIEW OF DENVER.

truth, and nothing but the truth, has been told. If there are errors they are such as must necessarily occur in the compilation of a work covering such a vast extent of territory. Accuracy has been aimed at, and as a whole, the writer can vouch for the accuracy of what will be found herein. The book is one written in the field and not in the study. Facts are not taken at second hand. The author writes of what he saw with his own eyes, and not what he read. The statistics have been gathered from authentic sources, and have been condensed into the most compact and convenient form. Hoping the book may prove a useful companion to the traveler, it is submitted without further comment to the public.

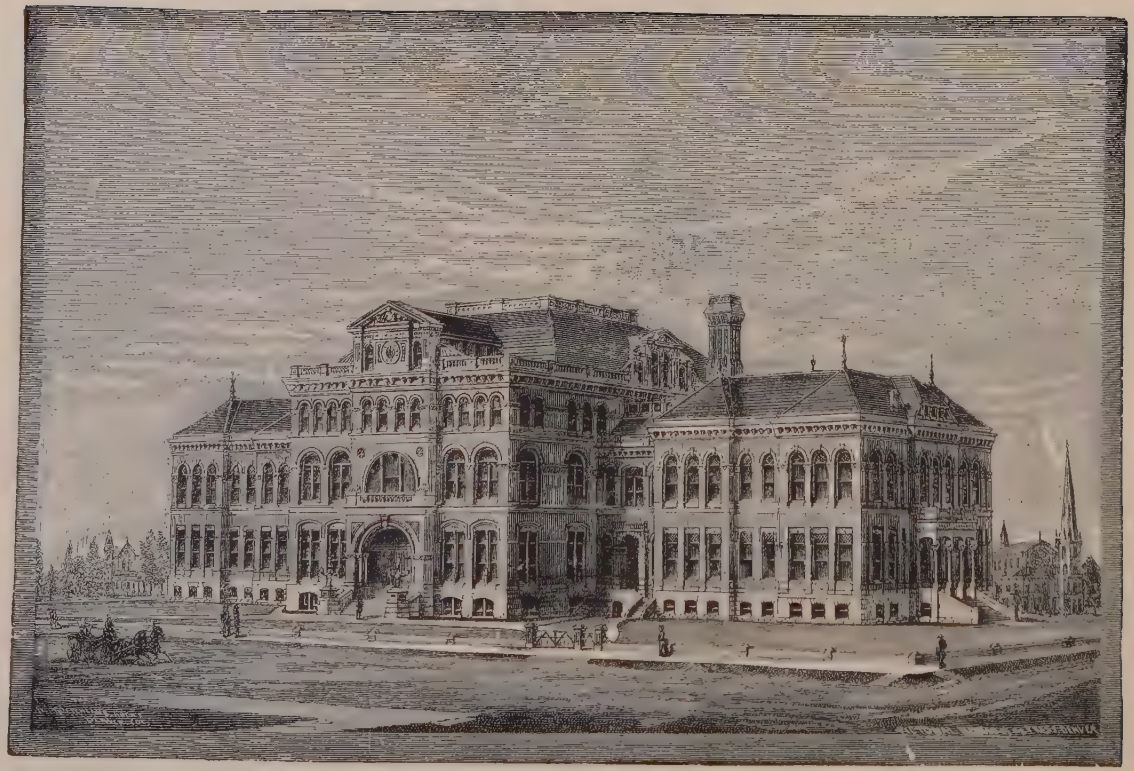
VIEW OF FOURTEENTH STREET, DENVER.

FROM THE MISSOURI RIVER TO DENVER.

THE Missouri River has come to be regarded, in a general way, as the boundary line between the East and the West, although, in truth, the terms east and west are extremely elastic in their application. However, for the purposes of this book we will consider that all on the sundown side of the Missouri River is West, and that the traveler has reached one of the three great entrepôts to this vast country and finds himself in Omaha, St. Joseph, or Kansas City. From either of these thriving cities the journey to Denver can be taken by way of first-class transportation lines provided with all the modern conveniences and luxuries.

From Omaha one has choice of the Burlington Route, the Rock Island, and the Union Pacific, and from Kansas City one can travel by any of the above lines with an additional choice between the Missouri Pacific, or the Atchison, Topeka & Santa Fé railroads. With Chicago or St. Louis as the initial point one can go direct by any of the trunk lines to the Missouri River and continue his journey to Denver over his choice among the routes mentioned above.

The trip across the great plains from the Missouri River to Denver is full of interest and variety to one who beholds this vast expanse for the first time. Nothing can give such a vivid impression of the greatness of our country, and the adventurous character of our people, as the sight of these boundless prairies and the habitations of the hardy pioneers who are rapidly turning the buffalo sod and exposing the rich black soil to the fertilizing action of the sun and air, and substituting for nature's scant forage, abundant harvests of corn and wheat. The railroads, for a distance of three or four hundred miles to the west of the Missouri River, pass through thriving cities, to which a comparatively thickly settled agricultural country is tributary. Then the newer territory is reached, the towns are of less frequent occurrence and smaller in size, the plains appear more nearly in their native state, only dotted here and there with the claim cabins of the settlers. As the traveler looks out of the car window across the billowy expanse, he sees herds of cattle and sheep, grazing on the rich bunches of buffalo-grass, and occasionally he will catch a glimpse of the flying form of an antelope disappearing over the brow of a distant rise of land. Not uninteresting are the prairie dog villages with their preternaturally grave inhabitants sitting on their haunches like diminutive kangaroos, and the writer has seen a whole carload of people filled with the most pleasureable excitement over the efforts of a jack-rabbit to outspeed the iron horse. With these and many other novel and interesting sights the time is whiled away until some traveler, more experienced, or more sharp of sight, suddenly cries out, "The Mountains!" There is a rush to his side of the car and everybody gazes earnestly, and amidst eager explanations and doubting comments the blue of the sky is at last disintegrated from the blue of the mountains, and the most skeptical at length acknowledges that the stain of ultramarine, with its undulating sweep against the western horizon is really the distance-enchanted range of the Rocky Mountains. Soon patches of



THE HIGH SCHOOL BUILDING, DENVER.

fleecy white appear, and with a sigh of disappointment the traveler decides that the clouds are dropping down and will soon shut out the view of those "sentinels of enchanted land," but gazing more intently, it dawns upon the mind at last that those glimmering expanses are not veils of cloud, but are in fact mountain fields of everlasting snow! The Snowy Range has at last declared itself, and from this moment until the transcontinental journey shall have been accomplished, the traveler will have the immediate memory or the intimate presence of the mountains with him continually.

The view of the Rocky Mountains which the traveler gains on approaching Denver from the east is one of unsurpassed beauty, and that this statement may not rest on the dictum of this book, let us take the testimony of the greatest traveler, and the most graceful descriptive writer America has yet produced. Bayard Taylor says: "I know no external picture of the Alps that can be placed beside it. If you take away the valley of the Rhone, and unite the Alps of Savoy with the Bernese Overland, you might obtain a tolerable idea of this view of the Rocky Mountains. Pike's Peak would then represent the Jungfrau, a nameless snowy giant in front of you, Monta Rosa and Long's Peak, Mount Blanc. The altitudes very nearly correspond, and there is a certain similarity in forms. The average height of the Rocky Mountains, however, surpasses that of the Alps. . . . . From this point there appears to be three tolerably distinct ranges. The first rises from two to three thousand feet above the level of the plains, is cloven asunder by the cañons of the streams, streaked with the dark lines of the pine, which feather its summits and with sunny, steep slopes of pasture. Some distance behind it appears a second range, of nearly double the height, more irregular in its masses, and of a dark velvety violet hue. Beyond, leaning against the sky, are the snowy peaks, all of which are from thirteen to (nearly) fifteen thousand feet above the sea. These three chains, with their varying but never discordant undulations, are as inspiring to the imagination as they are enchanting to the eye. They hint of concealed grandeurs in all the glens and parks among them, and yet hold you back with a doubt whether they can be more beautiful near at hand than when beheld at this distance."

The doubt so gravely expressed in the last sentence of our quotation, the traveler, when he shall have taken the transcontinental tour, will be fully able to resolve for himself. He will have beheld a bewildering variety of beauty, and in the quiet evenings at home, he will find material for the most exquisite enjoyment of pleasing reminiscence and reverie.

With such an approach, Denver must needs be something more than ordinary not to strike the traveler as a discord in the grand harmony of the scene. It is a fact, and it is a pleasure for the writer to record it, that Denver is never a disappointment. What its peculiar charms may be, and how it appears to the stranger within its gates, will be described in the succeeding chapter.

VIEW OF PUBLIC BUILDINGS, DENVER

CITY HALL.

COURT HOUSE, CITY AND COUNTY OF DENVER.

POSTOFFICE AND CUSTOM HOUSE.

STATE CAPITOL BUILDING.

OLD MINT.

FROM DENVER TO PUEBLO.

DENVER,

Capital of Colorado.

Population, 170,000.

Elevation, 5,198 feet.

There are only a few cities in the world that please at first sight. Denver is one of this favored few. The liking one gets for Boston, Philadelphia or London is an acquired taste, but one falls in love at once with Paris, Denver, or San Francisco. It does not follow that because the cities mentioned are immediately pleasing, they must of necessity resemble each other, any more than that a peach, an apple, or an orange should have a similar flavor. We like the fruit and we like the cities without having to learn to like them, but not for the same reasons. One feels a sense of exhilaration in the atmosphere of Denver. The grand view of the Snowy Range of mountains to the north and west, and the broad expanse of horizon-bounded plains to the east and south exalt the spirits, the bland but bracing breezes cool the fevered pulse, and the abundant oxygen of the air thrills one like a draught of effervescing champagne. A beautiful city, beautifully situated, is Denver, with broad, tree-shaded streets, with public buildings of massive proportions and attractive architecture, with residences erected in accordance with the canons of good taste, with innumerable lawns of shaven grass, ornamented with shrubs and flowers, with charming suburbs and an outlying country, studded with fertile farms and flowering or fruiting orchards, peace is within her dwellings and plenty within her palaces. Denver has now nineteen railroads, an extensive street railway system operating one hundred and sixty miles of electric railroad, reaching all the various portions of the city. Strangers will find that the most convenient and satisfactory manner of viewing the city is from the windows of the street cars, and to this end is operated a "Seeing Denver" car, which makes a tour, twice daily, of almost the entire city. The town is lighted by gas and electricity, its principal streets are paved with asphaltum, has paid fire and police departments, and obtains its water from mountain sources by means of Holly works, and from over 600 artesian wells, varying in depth from 350 to 1,600 feet. The public buildings, exclusive of churches and schools, cost $4,771,000. The real estate belonging to the city is worth $3,439,207, the bonded debt is $1,422,800, and the assessed valuation of Denver is nearly $110,000,000. The commerce of Denver is now annually not less than one hundred and fifty millions of dollars. Denver is situated at the junction of Cherry Creek and the Platte River, and is the capital of the State, and the seat of the "City and County of Denver." All the railroads which enter Denver land their passengers at the Union Depot, a massive and handsome edifice of native stone; originally built in 1880, and destroyed by fire in the spring of 1894, now re-erected, more beautiful and complete than before. Opposite the main entrance of the Union Depot, on Seventeenth Street, and at the south end of the building, on Sixteenth Street, electric car lines diverge to all parts of the city, passing the principal hotels and all points of interest. On the townward side of the Union Depot are the carriage stands, and if arrangements for

DENVER & RIO GRANDE RAILROAD DEPOT AT MANITOU.

transportation have not already been made on the train, with the carriage company's agent, before reaching the city, a carriage can be engaged here. Prices are regulated by ordinance, and extortion prohibited by law. There are many objects of interest to see in Denver: The smelters, the public buildings, the Tabor Grand Opera House, the Broadway Theater, Brown Palace Hotel, magnificent business blocks, beautiful parks, the beautiful private residences, the homes of mining princes and cattle barons, the lovely suburbs, and Fort Logan, the United States Military Post. The hotel accommodations of Denver

COURT HOUSE, CITY AND COUNTY OF DENVER.

are probably the most complete of any city of its population in the country. There are fifteen first-class hotels, provided with all modern improvements, to say nothing of some sixty odd less pretentious ones. A day (or, better, two days) can be profitably spent in Denver, and then, refreshed and rested from the long ride across the plains from Missouri River or beyond, the tourist is ready to resume his transcontinental journey. If he wishes to behold the wonders of nature, and to get a familiar acquaintance with the grandeur of the mountains, he will take the Denver & Rio Grande Railroad, which by universal acclaim has been designated "The Scenic Line of the World."

Seated in a comfortable car, whose large windows give an excellent outlook on the scenery, the traveler is ready and anxious to be off The busy Union Depot

may amuse him for a moment, but anticipation of the wonders in store makes him impatient of delay. Soon the conductor gives the signal to the engineer, the inevitable late passenger is seen chasing the rear end of the Pullman out of the depot, and whether he catches it or not, one thing is assured, the journey to the Pacific coast has begun, and from this time on the eye and mind will both find plenty to do in noting and recording Nature's most marvelous works.

Burnham. The station for the suburb of West Denver and the site of the great shops of the Denver & Rio Grande Railroad. The buildings of the machine shops cover an area of five acres, and were erected at a cost of $300,000. (Distance from Denver, 2 miles.)

Overland Park is a pleasant suburb to the southwest of Denver, and is

COLORADO STATE CAPITOL, DENVER.

supplied with one of the best race courses in the West. It is a fashionable resort, and connected with Denver by the suburban train service of the Denver & Rio Grande Railroad.

Petersburg is a small town surrounded by farms, market gardens, and plats laid out as additions to Denver. (Distance from Denver, 8 miles.) To the west of Petersburg, 2½ miles distant, lies Fort Logan, the United States Military Post.

Fort Logan. A regimental post of United States troops has been here established, and has become the center of great interest. The quarters are elegant and substantial, consisting of handsome brick edifices. The parade ground is ample in proportions, and no expense has been spared to make this Post a model of its kind. The military band gives frequent concerts, and the citizens of Denver take great interest in and make frequent excursions to the Post. The Denver & Rio Grande Railroad has established a very complete suburban train service for the accommodation of the Post and the general public, which is very largely patronized.

Littleton is prettily situated on the east bank of the Platte River, is the

center of a good agricultural country, and is the location of the suburban residences of many of Denver's best citizens. Already an adequate surburban train service has been inaugurated for the convenience of persons having country homes at this delightful spot. (Population, 1,200. Distance from Denver, 10 miles. Elevation, 5,372 feet.)

Wolhurst. Four miles beyond Littleton, the home of former United States Senator Wolcott.

Acequia. A small station for the accommodation of ranchmen. Here the High Line Canal, one of those great irrigating ditches characteristic of Colorado, crosses the track and takes its winding way to the northeast over the rolling plains, having under its fertilizing power at least a hundred thousand acres of otherwise arid land. (Population nominal. Distance from Denver, 17 miles. Elevation, 5,530 feet.)

Sedalia. A little village. Home market and post-office for cattle-growers and ranchmen. (Population, 200. Distance from Denver, 25 miles. Elevation, 5,835 feet.)

Castle Rock. The town takes its name from a peculiar upthrust of rock on the summit of a conical hill, resembling, in the distance, an old martelle tower, and nearer by an irregular pentagonal structure. Under the shadow of this hill and surmounting tower lies the town, which is a pretty village and the county seat of Douglas County. Fine quarries of red sandstone are worked here, and pastoral industries contribute to the prosperity of the town. (Population, 500. Distance from Denver, 33 miles. Elevation, 6,219 feet.)

Douglas. A station near which are stone quarries and grazing lands. (Population nominal. Distance from Denver, 35 miles. Elevation, 6,325 feet.)

Between Douglas and Palmer Lake are the small stations of Glade, Larkspur, and Greeland.

Perry Park is reached by stage from Larkspur station. This park abounds in curious formations of red sandstone; is watered by sparkling brooks and is one of the most popular resorts near Denver.

PALMER LAKE.
Health and Pleasure Resort.
Population, 250.
Distance from Denver, 52 miles.
Elevation, 7,237 feet.
Eating Station.

As the train rolls into the station the traveler sees to his left a beautiful little lake cradled in the hills. Along the shore has been placed a handsome cut stone embankment, and a neat and tasteful boat-house has been erected and well stocked with boats. The lake is a natural body of water, though the fact that a fountain plays in its center, casting a jet of water to the height of 80 feet, leads many to suppose that it is entirely artificial. Palmer Lake in addition to being a place of great beauty, is a natural curiosity, poised as it is, exactly on the summit of the "divide," a spur of the outlying range of the Rockies extending eastward into the great plains and from the crest of this summit the waters divide flowing northward into the Platte, which empties into the Missouri, and southward into the Arkansas as it wends its way to the Mississippi. Red-roofed picturesque cottages nestle here and there among the hills, gayly painted boats float gracefully upon the bright blue waters, and on either hand rugged peaks, pine clad and broken by castellated rocks, rise into a sky whose cerulean hue is reflected in the placid waters of the lake. Excellent hotel and livery establishments furnish good accommodations for sojourners.

PALMER LAKE

Glen Park, an assembly ground modeled after the famous Chautauqua, and destined to become equally as popular in the West as its prototype in the East, is only half a mile beyond Palmer Lake. Objects of natural interest are abundant and the walks and drives to Glen D'eau, Bellview Point, Ben Lomond, the Arched Rocks and the cañons and glens adjacent afford material for enjoyment in the seeing and for many pleasant memories. One hundred and fifty acres are comprised in the town site. The park is at the foot of the Rocky Mountain Range, and is sheltered at the rear by a towering cliff 2,000 feet high, and on the two sides by small spurs of the range. A noble growth of large pines is scattered over the Park. A skillful landscape engineer has taken advantage of every natural beauty and studied the best topographical effect, in laying out the streets, parks, reservoirs, drives, walks, trails, and lookout points. It is a spot that must be seen to be appreciated, and every visitor, whose opinion has been learned, has come away captivated. There are building sites for all tastes. Some have a grand lookout, taking in a sweep of the valley for a distance of 50 miles, with the fountain in Palmer Lake and the beautiful lake itself in view. Elephant Rock, Table Mountain, the town of Monument, the railroad trains from both ways for over an hour before reaching the station can be seen. Others have pretty vistas, partly hidden by the pine branches, promises, so to speak of grand views, but not so ambitious as the first. Still others are sylvan nooks where the shades are deepest and the murmur of the cool waters of the babbling brooks makes music forever.

Monument. The five miles ride from Palmer Lake to Monument is interesting. On the left are giant upthrusts of brilliant red rocks castellated in shape and reaching an altitude of two and three hundred feet. The town takes its name from the creek which flows near, and the creek is so designated from the curious monumental forms of rock along its course. To the right is the Front Range of the Rockies, which the road parallels from Denver to Pueblo, and near the center of this stretch of one hundred and twenty miles, stands Pike's Peak. Agriculture and pastoral industries are tributary to Monument. (Population, 500. Distance from Denver, 56 miles. Elevation, 6,974 feet.)

Two miles beyond is Borst, and four miles further Husted, both mere side tracks for convenient shipping of cattle and produce.

Monument Park is reached by private conveyance from Edgerton Station—distance from Denver, 67 miles. This valley is quite remarkable for the very fantastic forms into which the action of air and water, through long reaches of time, have worn the sandstone rocks, forming grotesque groups of figures that very generally keep their broad brimmed sombreros, formed of iron stained cap-rock. Visitors to Monument Park obtain a fine view of Pike's Peak and Cheyenne Mountain Range. A hotel in the Park is open at all times for the accommodation of guests, and can furnish saddle-horses and carriages on premises. The grotesque group of figures into which the cream-colored sandstone rocks have been worn, some of them resembling human forms, have been given quaint, descriptive titles, viz.: Dutch Wedding, Quaker Meeting, Lone Sentinel, Dutch Parliament, Vulcan's Anvil and Workshop, Romeo and Juliet, Necropolis or Silent City, The Duchess, Mother Judy, and Colonnade; all of these and many others too numerous to mention are within easy walking distance to "The Pines." The Park is a favorite resort, and has comfortabe accommodations for guests. (Population, nominal. Distance from Denver, 67 miles. Elevation, 6,354 feet.)

Many of the most influential business men of Colorado have their residence in Colorado Springs. No more delightful home city can be found than this.

DENVER & RIO GRANDE RAILROAD DEPOT AT COLORADO SPRINGS AND PIKE'S PEAK

Mansions and cottages of the highest architectural beauty abound, and the society is composed of cultivated and wealthy people.

Colorado Springs.
Residence City and Health Resort.
Population, 25,000.
Distance from Denver 75 Miles.
Elevation, 5,992 feet.

The town was originally laid out as a health resort, and while it still maintains its superiority in this respect, has grown beyond that single characteristic, and is now a thriving commercial place, in addition to being a favorite residence city. The town is sheltered on the west by the range of mountains with Pike's Peak in the center, on the east by bluffs, on the north by the spur of the mountains called the "Divide," and on the southwest by Cheyenne Mountain. The streets are unusually wide, one hundred feet, and the avenues are 160 feet broad. Trees line both sides of the streets, and on Nevada Avenue, the central street of the city, there are six rows of trees, two on each side and two down the center. Water for irrigation is brought into the town by means of a winding canal, and cold, clear water, for domestic uses, is conducted from mountain sources in iron pipes. The pressure is such that no fire engines are necessary, the water being forced from hydrants to the tops of the tallest buildings. Monument Creek flows west of the town, and the Fontaine qui Bouille to the south, where the two streams form a junction. The scenery around Colorado Springs is of a very interesting and attractive character. The hotels of Colorado Springs are noted for their excellence; special attention being paid to the entertainment of tourists. There are ample accommodations and of different grades to suit all tastes and pockets. The Denver & Rio Grande Railroad has a very handsome stone depot, erected in accordance with good taste and correct architecture. The plains to the east and the mountains to the west give unlimited variety. Cheyenne Cañon, Austin's Bluffs, Crystal Park, Broadmoor, Cameron's Cone, Monument Park, and Manitou, with its environs, are all within the radius of nine miles, and accessible by trolley lines.

RAINBOW FALLS

Cheyenne Mountain. It is impossible to contemplate the grandeur of Cheyenne's bold outlines and great massiveness, and to become in the least familiar with its ever-varying play of light and shadow, without acknowledging the striking beauty of this noble mountain. From Colorado Springs, a superb view of its front is seen. Looking at the mountain it will be observed that at almost the nearest point, in reality four miles distant, the base of the mountain is deeply cleft by two yawning chasms, the outer rocks of which present sharp, jagged points. These clefts are, respectively, the North and South Cheyenne Cañons. They certainly should be visited by every traveler who has an eye for the beautiful. On the eastern

side of Cheyenne Mountain [illegible] grave of the well known author and poet, "H. H." The direct road from Manitou takes the tourist a distance of eight miles, turns off to the southward from the road to Colorado Springs at the top of the hill half a mile from the former, [illegible] and following the continuation of Nevada avenue to the southward. Either road is pleasant, and the drive or ride is one replete with interest, and abounding in attractive scenery. An electric car line connects Colorado Springs with the foot of the mountain and the canons.

Broadmoor. [illegible] famous Broadmoor resort. Connected with Colorado Springs and Manitou by an electric railway, and therefore easy of access from either of these places, this beautiful spot, with its fine casino, lake, drives, etc., is one of the many attractions surrounding the Western Spa.

Colorado City. This town, once the seat of the State capital, is two miles west of Colorado Springs, on the Manitou branch of the Denver & Rio Grande Railroad. [illegible] shops, three large cyanide ore reduction works for handling the output of the famed Cripple Creek mines, making it one of the principal cities of the State. (Population, 3,500. Distance from Denver, 77 miles. Elevation, 6,110 feet.)

MANITOU.

Watering Place, Mineral Springs and Health Resort.

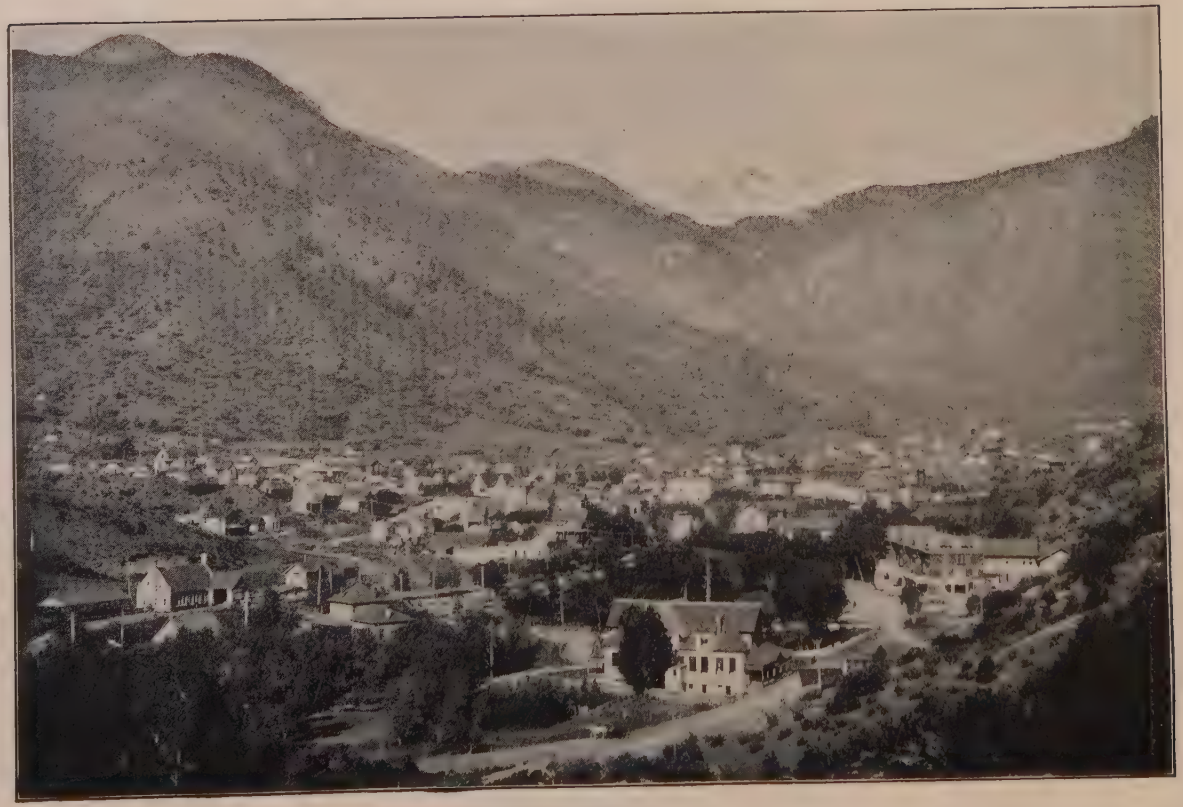
Population, 3,000.

Distance from Denver, 80 miles.

Elevation, 6,318 feet.

The one resort of all the West is certainly Manitou. The attractions of this watering place [illegible] has had a more rapid growth than this, and none has more truly deserved its prosperity. There are [illegible] vicinity of Manitou than can be found contiguous to any other resort in the world. It is situated six miles from Colorado Springs, immediately at the foot of Pike's Peak. Here are the famous effervescent soda and iron springs which in an early day gave the name of "Springs" to the town of Colorado Springs. A branch of the Denver & Rio Grande Railroad unites the two places, over which trains run daily with sufficient frequency to accommodate the most exacting. A trolley line also connects the three towns of Colorado Springs, Colorado City, and Manitou. There are a thousand ways in which to enjoy one's self in Manitou. A favorite pleasure is that of riding. The saddle horses are excellent. Comfortable saddles for ladies, and well trained horses are furnished by all the livery stables at reasonable prices. A burro (donkey) brigade is a feature for the special benefit of the children, a careful guide taking the little ones for a ride every morning. Carriage riding and excursions on foot are excellent means of diversion. Following is a partial list of places of interest near Manitou, with the distance in miles from town attached:

Manitou Grand Canon	[illegible]
Cave of the Wind	1
Ute Pass and Rainbow Falls	1½
Red Canon	3
Crystal Park	3
Garden of the Gods	[illegible]
Glen Eyrie	[illegible]



MANITOU SPRINGS.

Summit of Pikes, by rail	9
Summit of Pikes, by trail	13
Seven Lakes, by horse trail	9
Seven Lakes, by carriage road	25
North Cheyenne Cañon	8½
South Cheyenne Cañon	9
Broadmoor Casino, by electric railway	7

In addition to these well-known localities there are scores of cañons, caves, water-falls, and charming nooks which the sojourner for health or pleasure can seek out for himself. The village is thronged with visitors throughout the summer months; it is somewhat cooler and less dry than Colorado Springs in the summer, and warmer in winter. The springs all contain more or less soda, and some iron. They are peculiarly adapted for the dyspepsia of the consumptive, and the Ute Iron Spring is especially remarkable for its blood-making qualities. For the pleasure seeker and the invalid, Manitou is one of the most satisfactory resorts in the State. During the season the hotels are filled with guests from all parts of the Union. Society is represented by many of its best people, the evenings are made merry with hops and social gatherings, and the days delightful with drives and rides and walks among the myriads of attractions this place affords.

THE SEVEN FALLS, CHEYENNE CAÑON.

To Cripple Creek.

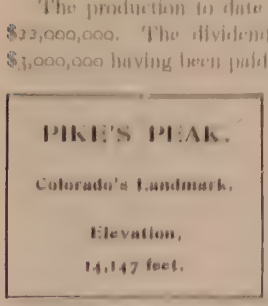
From Colorado Springs to Cripple Creek and Victor are two lines of railway, the Colorado Midland and the Colorado Springs & Cripple Creek District Railway. The ride of 45 miles from Colorado Springs to Cripple Creek District by either line is one continuous pan-

ASCENDING PIKE'S PEAK BY MAIL.

orama of nature's most gorgeous mountain and cañon scenery, condensing, as it were, the glory of the world within the compass of a two and a half hours' trip.

The Great Gold Camp of Cripple Creek. [illegible] dry reading, but the record of this wonderful district is so remarkable that a few figures will prove interesting. But location [illegible] here in passing mention. In that brief period it has become one of the greatest gold producing regions in the world, and in rapid development and in the richness of its ores, nothing like it has ever been known before. In fourteen years the cattle ranges have been transformed into a populous district with 60,000 people.

The production to date approximates $130,000,000 in value. In 1902 it was $22,000,000. The dividends paid to date amount to over $26,000,000, nearly $3,000,000 having been paid in 1902.



Before Colorado had acquired a name, Pike's Peak was the landmark of the Indian, the trapper, and the explorer. In later years it was the beacon by which the adventurous gold hunters steered their prairie schooners into the wonderful and mysterious West; now it has become the goal of those in search of the grand and beautiful in Nature, the enjoyments of an attractive summer resort, or the restoration of impaired health. The mountain is one of great beauty, and never entirely disrowned of snow. The Cog Wheel Railroad to the summit of Pike's Peak is the most novel railway in the world. When it reaches its objective point above the clouds, at a height of 14,147 feet above sea level, it renders almost insignificant, by comparison, the famous cogway up Mt. Washington and the incline railway up the Rhigi in Switzerland. From its station in Manitou, just above the Iron Springs, to the station on the summit of Pike's Peak, the Manitou & Pike's Peak Railway is just eight and three quarters miles in length. The cost of construction of the road was a half million of dollars. While it could have been built for many thousands of dollars less by putting in wooden bridges and trestles, light ties and light rails, those in charge of the building of the road would not consent to the use of any flimsy material for the sake of the saving of *any* sum of money —a substantial road that would insure absolute safety being economical, as well as a guarantee for putting the road from the start on a paying basis. The railroad closely follows Ruxton Creek, generally at an elevation of two or three hundred feet above it; the sides of the Glen are clothed with beautiful pines and spruces. Some very pretty falls are passed on the way, two of which are named respectively, the Shelter and the Minnehaha. Stupendous granite boulders are in places piled up in chaotic confusion over the stream, frequently hiding it from view. Two prominent ones are plainly visible from Manitou, and are appropriately named Gog and Magog. One of the most charming features during the ascent is the opportunity afforded for exquisite views of the world below, on looking back through the pine trees with the far-reaching plains gleaming in the sun and forming a golden horizon. It goes without saying that the view from the summit is grand beyond description. To any one accustomed to mountain climbing, no guide is required in making the ascent of Pike's Peak, as the trail is good and well defined, and there is a station on the summit where visitors can obtain food and shelter.

Fountain. A pretty little town on the Fontaine qui Bouille Creek, fourteen miles south of Colorado Springs. The town has taken a new growth within recent years, and being surrounded by a good grazing and agricultural country, has a

UTE PASS—MANTIOU.

fair prospect of permanent improvement. (*Population, 200. Distance from Denver, 88 miles. Elevation, 5,508 feet.*)

There are between Fountain and Pueblo, side-track stations as follows: Buttes, Wigwam, Piñon, Eden and Duncles. These places are useful to the country and convenient for the residents of the surrounding country, but they possess little or no interest for the traveler. All the way from Denver to Pueblo, to the west, are the Front Range of mountains on the right, to the west, while on the left are the great plains. Below Colorado Springs the country is very fertile, and good crops are grown wherever water for irrigation can be procured.

PUEBLO.

Commercial and Manufacturing City.

Population, 45,000.

Distance from Denver, 120 miles.

Elevation, 4,672 feet Dining Station.

"The Pittsburg of the West" is a title often conferred on Pueblo, and it is the name which pleases the citizens best, and which comes to be heard to express the most characteristic of the town. It is a live city, full of enterprise and push, and it has been favored by Nature, both in the matter of its immediate situation and of its surroundings. Plenty of coal is found not fifty miles away, iron ore is not more distant, and on the mesa, just south of the town, is Minnequa, the site of the Colorado Fuel and Iron Works, one of the largest plants of this character in the world. There are also many great smelters for the reduction of gold and silver ores, together with a large number of manufactories, planing mills, flouring mills, machine shops, etc. The city of Pueblo is surrounded by great stretches of rich agricultural land, which in places here and there is under a high state of cultivation. But it is only here and there that cultivation shows its elevating work. Tourists wonder at this, and cannot divine why, if the land is rich, it should lie fallow and uncultivated. The answer is easy to find. All this land is arid. Crops will not grow without water, and the rains of heaven are not half copious enough to promote the growth of vegetation. Where the land is watered by irrigation it is as fertile as the valley of the Nile, where it is not irrigated it is nearly as sterile as the desert of Sahara. This condition of affairs will not long remain. Storage reservoirs to conserve the winter and spring rainfall and snow deposits are in course of construction, also a series of great canals to be taken from the Arkansas river to carry the water on to the waiting land. In the mean time this uncultivated country, which appears so barren, supports tens of thousands of sheep and cattle. The short, dry, crisp, curled buffalo-grass, which looks about as succulent as shavings, actually contains great nutritive qualities, and if cattle or sheep can get enough of it they grow fat and command the highest price in the markets. Pastoral and agricultural interests contribute to Pueblo's prosperity, five trunk lines of railroad center here, and manufactories increase the business of the town. Many people of great wealth make Pueblo their home and do business here. Handsome mansions, pretty cottages, large business blocks, and fine stocks of all kinds of merchandise testify to the good taste and enterprise of Pueblo's citizens. It is admitted on all sides that this must of necessity become the leading manufacturing town between the Missouri River and the Pacific coast, and the manufacturers in the East who contemplate extending or removing their works, are now carefully studying the resources of Pueblo. Pueblo is well provided with hotels, one of them representing an expense of $250,000 in its erection. All grades of excellence can be found among the hostelries, and the traveler will find no difficulty in securing accommodations suited to his tastes. Through Pueblo, the traveler passes to

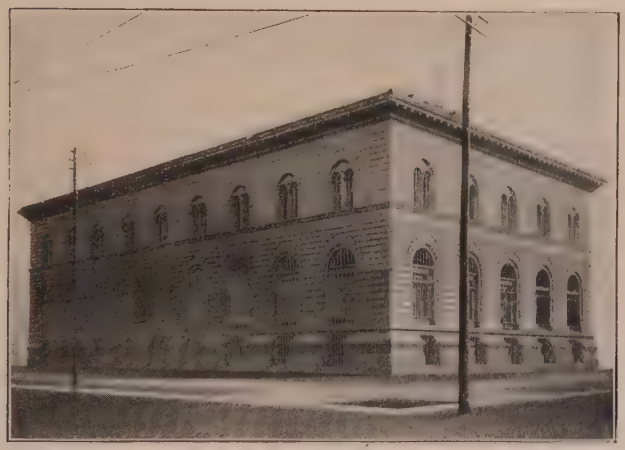
THE DONKEY BRIGADE.

reach Sante Fé, Española, Durango, and Silverton on the south, Cañon City, Salida, Leadville, Glenwood Springs, Aspen, Grand Junction, Salt Lake City, and Ogden on west *en route* to San Francisco; and Gunnison, Montrose, and Ouray, via the narrow gauge line over Marshall Pass.

Parnassus Springs. A pleasant drive of twelve miles, southwest of Pueblo, takes us to Parnassus Springs, among the foothills of the Greenhorn Mountains. These waters—muriated alkaline—have been tested with marked benefit, especially in cases characterized as gastric complaints.

Carlile Springs are situated twenty miles above Pueblo, on the Arkansas River. These purgative alkaline waters are as yet unimproved, but give good promise of becoming popular on account of their medicinal qualities.

Clark's Magnetic Mineral Springs. This celebrated spring in the city of Pueblo has recently been improved by the erection of a large bath-house and fine hotel, fitted up with all the latest improvements and conveniences for bathing.



UNITED STATES MINT, DENVER.

PUEBLO TO OGDEN.

FROM Denver to Pueblo, a distance of one hundred and twenty miles, the traveler has followed the Front Range of the Rocky Mountains and kept his course mainly to the south. At Pueblo, however, he turns his face westward, and this will be his outlook, in the main, until he finds himself standing on the shore of the Pacific Ocean, watching the descent of the sun into the wilderness of waters. The country between Pueblo and Florence is fine agricultural land, being the bottoms of the Arkansas River, up whose course the railroad follows until Salida is reached, ninety-seven miles from Pueblo. Back from the river rise high buttes of sandstone worn into fantastic shapes by the action of the elements. Banded with a great variety of colors and dotted here and there by groups of pines, the scene is one of much interest and adds an element of variety to the journey, which is exceedingly grateful to the traveler. The river bottoms are irrigated by means of ditches taken from the river, and the result is crops of marvelous growth and yield. One interesting and peculiar feature is the frequent occurrence of the ancient Egyptian water-wheels suspended in the current of the Arkansas. This method of securing water for irrigation is rarely observed in Colorado. This valley of the Arkansas is also a good fruit country, and grapes and apples grow in abundance and of fine quality.

Florence. This town is in the center of the petroleum fields of Colorado. Glancing from the car window the traveler will here see the tall derricks of the well machinery and the tanks for storing, together with the tank cars for transporting the oil, and several large refineries. There are a very large number of wells already in operation and more are being sunk. The oil is used for lubrication, fuel, and illumination, and gives the best of satisfaction. Florence is the junction point of the Denver & Rio Grande and the Florence & Cripple Creek Railroads; the latter line having been completed and opened for business to Colorado's famous Gold Camp—Cripple Creek—on July 4, 1894. This new railroad has made this bustling little city one of the foremost in the state. (Population, 5,000. Distance from Denver, 152 miles. Elevation, 5,199 feet.)

CRIPPLE CREEK AND VICTOR.

Great Gold Mining Towns.

Elevation, 9,400 feet.

Distance from Denver, 193 Miles.

The Florence and Cripple Creek Railroad. This railroad, 40 miles in length, was built for the purpose of opening up to commerce the vastly rich gold fields of Cripple Creek and Victor. The principal points on the line are Arequa, Anaconda, Victor, and Cripple Creek itself, all of which are heavy shippers of rich gold ores. The scenery on this line from beginning to end is of a most beautiful character, cañons and gorges, mountain peaks and passes, valleys and vales—combined in a panorama of startling loveliness.

The towns of Cripple Creek and Victor have advanced with the prosperity of the

mining district of which they are the center. From camps of a few wooden shanties and tents, a few years ago, they have risen to well-built, well-defined mining towns. Brick buildings are being erected in the business centers and dwellings of a permanent character are dotting the slopes around the towns. There is a stability about them which is most encouraging. The hotel accommodations are first-class. The population of Cripple Creek is about 15,000 and of Victor 10,000. There is an excellent water service, the supply being piped from the mountains above, and the towns are peaceably and well governed. The advent of the railroads, the great attention being paid to gold mining, and the immense quantities of ore that are being uncovered in the mining district all go to show that Cripple Creek and Victor are but entering upon an era of great prosperity.

The Cripple Creek Gold Mining District is situated near the western base of Pike's Peak, at an elevation of 9,400 feet. It consists of rolling hills, sparsely wooded, and small valleys and gulches. Lying a little south of west from Colorado Springs at a distance of about twenty miles in an air line, seventy miles from Denver, and forty-four miles from Pueblo, down to 1891 it was to all intents and purposes exclusively a pastoral district. It is true that for many years past, in fact ever since 1859, prospectors have, from time to time, been over the ground and brought back samples which demonstrated the presence of gold. However, no serious efforts were made toward development, though some exploration work was done, as for instance in 1874 when a tunnel was driven in Arequa Creek, and again in 1879 in Poverty Gulch. In these, as in other instances, prospectors were unfortunate and just missed the ore which is now being profitably mined.

In February, 1891, some Colorado Springs men determined upon a serious attempt to test the capabilities of the district, taking up several claims which promised so well that, during the following spring and summer, many prospectors flocked in, and by the close of the year some 2,000 people were there, really determined to prove its worth. The camp is now well under way and during 1892 its progress was rapid. Work was mainly confined to the location and establishment of claims, and testing their value. In the course of that year some ten or a dozen mines became regular shippers of ore, and their output reached a total of some $600,000.

Since the period of original discovery progress has been remarkably rapid. Numerous new claims have been located and the number of regular shipping mines has increased to nearly one thousand, while many others not actual shippers have pay ore in sight, and the total output has increased to $18,291,229 for the year of 1902.

Coal Creek Branch. A branch line of the Denver & Rio Grande Railroad runs from Florence to Coal Creek, a distance of six miles, where excellent and extensive coal mines are in operation. This line is one of great commercial importance, opening one of the most extensive coal fields in the State.

Coal Creek is at the terminus of this branch of the line. It is well supplied with stores and shops of all kinds and does a thriving business. (Population, 1,800. Distance from Denver, 155 miles. Elevation, 5,360 feet.)

CANON CITY.
Health and Pleasure Resort.
Business Center.
Distance from Denver, 160 Miles.
Population, 5,500.
Elevation, 5,343 feet.

This city is rightly named, for it stands at the entrance to the greatest cañon penetrated by any railroad. The Grand Cañon of the Arkansas is acknowledged by a universal consensus of opinion to be one of

the great wonders of the world. The Arkansas River, which rises in Fremont Park, one hundred and seventy miles to the northwest of Cañon City, here breaks its way through the Front Range of mountains and enters upon its uneventful course to the Mississippi. The town is one of the oldest in Colorado, and is essentially a place of pleasant homes. It is the county-seat of Fremont County, and is the seat of the State Penitentiary. Its warm and equable climate makes it a favorite resort for invalids. In addition to its pleasant climate it possesses valuable mineral springs, both hot and cold. The water of the cold springs is almost icy in temperature, and strongly impregnated with soda. The cold springs are situated just above the penitentiary. The scenery round about Cañon City is exceedingly attractive. The drive of about twelve miles to the brink of the Royal Gorge and the view of that wonderful chasm from the top, which can there be obtained, are experiences never to be forgotten. The town and its contiguous country possess the finest orchards in the State, and the cultivation of fruit is the leading industry. The city is well built, has handsome business blocks, and comfortable and elegant residences.

CAÑON OF THE GRAND.

The Florence and Cripple Creek Railroad has a terminal here, as well as at Florence, and tourists *en route* to the Cripple Creek district will find the change of trains at this point fully as convenient as at Florence.

The Hot Springs. Having left Cañon City and traversed a mile to the westward, the traveler will observe to his left a picturesque, many-gabled building, across the river, a rustic foot-bridge leading thereto. This is the Royal Gorge Hotel, situated at the Hot Springs. The hotel has excellent accommodations for guests, and is a favorite resort for health and pleasure seekers. The springs are recommended by physicians as excellent in cases of cutaneous and blood diseases. Prof. Loew's analysis of the waters is as follows:

	Grains in a Gallon of Water. Temperature of 104° Fah.
Chloride of Sodium	18.2
Sulphate of Soda	79.3
Carbonate of Soda	73.2
Carbonate of Lime	33.5
Carbonate of Magnesia	12.8
Lithia	Trace.
	217.0

THE ROYAL GORGE.

Baths have been provided at the hotel and are supplied with all the modern conveniences.

Just beyond Cañon City the railway enters the Grand Cañon of the Arkansas, the narrowest portion of which is known as the Royal Gorge. When first examined it seemed impossible that a railway could ever be constructed through this stupendous cañon to Leadville and the west. There was scarcely room for the river alone, and granite ledges blocked the path with their mighty bulk. In time, however, these obstructions were blasted away, a roadbed closely following the contour of the cliffs was made, and to-day the cañon is a well-used thoroughfare. But its grandeur still remains. After entering its depths, the train moves slowly along the side of the Arkansas, and around projecting shoulders of dark-hued granite, deeper and deeper into the heart of the range. The crested crags grow higher, the river madly foams along its rocky bed, and anon the way becomes a mere fissure through the heights. Far above the road the sky forms a deep blue arch of light; but in the Gorge hang dark and somber shades which the sun's rays have never penetrated. The place is a measureless gulf of air, with solid walls on either side. Here the granite cliffs are a thousand feet high, smooth and unbroken by tree or shrub; and there a pinnacle soars skyward for thrice that distance. No flowers grow, and the birds care not to penetrate the solitudes. The river, somber and swift, breaks the awful stillness with its roar. Soon the cleft becomes still more narrow, the treeless cliffs higher, the river closer confined, and where a long iron bridge hangs suspended from the smooth walls, the grandest portion of the cañon is reached. Man becomes dwarfed and dumb in the sublime scene, and Nature exhibits the power she possesses. The crags menacingly rear their heads above the daring intruders, and the place is like the entrance to some infernal region. Escaping from the Gorge, the narrow valley of the upper Arkansas is traversed, with the striking serrated peaks of the Sangre de Cristo close at hand on the west, until Salida is reached.

ROYAL GORGE.

Distance from Denver, 163 miles.

Greatest Height of Walls, 2,627 feet.

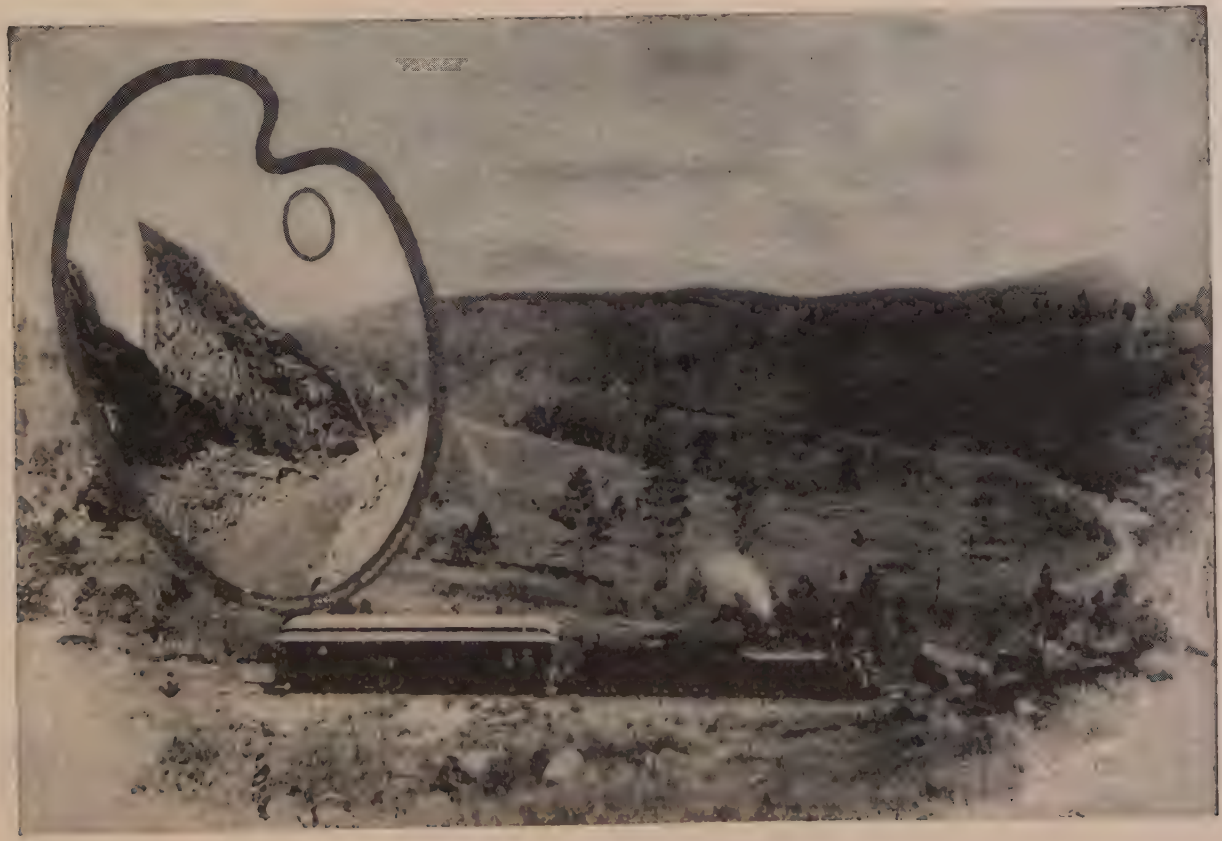
Length, 7 miles.

Parkdale. This is the point where tourists who desire only to see the famous Royal Gorge disembark from the west-bound train, to return again to Pueblo, Colorado Springs, or Denver. (Population nominal. Distance from Denver, 172 miles. Elevation 5,800 feet.)

Beautiful Mountain View. Emerging from the cañon, a most beautiful mountain view is obtained; to the left stretch the serrated summits of the Sangre de Cristo Range, while to the front and right are the towering peaks of the Collegiate Mountains.

Texas Creek. This is the junction point of the West Cliff branch with the main line. (Population, nominal. Distance from Denver, 185 miles. Elevation, 6,210 feet.)

West Cliff Branch. Realizing the vast importance of the Wet Mountain Valley as a mining and agricultural region, the Denver & Rio Grande in 1901 constructed a branch line extending from Texas Creek station to West Cliff, Silver Cliff, and Rosita, heretofore reached by stage lines. This branch is but another addition to the already large number of paying and interesting branches. The scenery on the new line is equal to that on the main line, with gorges and passes, mountains and valleys, difficult feats of engineering, and altogether well worthy a side trip from the main line.



MARSHALL PASS—EASTERN SLOPE.

THE ROYAL GORGE.

West Cliff. This town is beautifully situated in the Wet Mountain Valley, surrounded by a fine grazing and agricultural country. The view is a grand one, lofty mountains bounding the entire circle of the horizon. A mile from the station is Silver Cliff, which after the discovery of the Racine Boy mine, was the center of a tremendous rush of miners, resulting in several other great discoveries, but the large mines were few in number and the prospectors left for other fields. The good mines are still productive and add their quota to the prosperity of the valley. West Cliff is the shipping point for Silver Cliff and Rosita, being the railroad station. (Population, 1,000. Distance from Denver, 210 miles. Elevation, 7,861 feet.)

Wellsville Hot Springs are on our left across the Arkansas River, six miles before Salida is reached. Here is a natural warm plunge bath, the waters of which are strongly impregnated with medicinal qualities. The Wellsville Springs are a favorite resort, and are made the objective point for many pleasant excursion parties.

SALIDA.

Health and Pleasure Resort and Business Center.

Population, 5,000.

Distance from Denver, 217 miles.

Elevation, 7,050 feet.

Eating Station.

This prosperous town is situated on the right bank of the Arkansas River, and is the converging point of the four great divisions of the Denver & Rio Grande Railroad. The first division being the line to the east; the second is the main line to the west via Leadville, Glenwood Springs, and Grand Junction; the third is the narrow gauge line to Grand Junction over Marshall Pass and via Gunnison and Montrose, and the fourth is the southern extension to Alamosa, Durango, Silverton, and Santa Fé. In addition to its importance as a railway point, Salida is admirably situated for smelting purposes. One large modern smelting plant is in operation, one under construction, and a third in contemplation. These industries will largely enhance the importance of this growing

THE PORTALS

city. The view of the mountains from Salida is especially grand. The Collegiate Range rises to the west with Yale, Harvard, and Princeton Peaks in plain view crowned with perpetual snow, while to the south stands the Sangre de Cristo Range, and in the southwest tower Ouray and Shaveno. The beauty of its situation, the near proximity to hot medicinal springs, the wonderful salubrity of its climate, make Salida an extremely popular health and pleasure resort. Tributary to the town are mines of copper, silver, gold, iron, and coal; great quantities of charcoal are burned near Salida, and the agricultural and pastoral interest are of great extent.

The trip from Salida to Grand Junction and Ogden abounds in interest for the tourist. It leads one through a most varied country, and presents to the inspection of the traveler almost every variety of industry, from the agriculture and

stock raising of the Arkansas, Eagle, and Grand River valleys, to the gold and silver mining of Leadville and Aspen, and it may be said, in passing, that Leadville and Aspen are two of the greatest mining camps in the world, and well worthy of a visit. The scenery after Salida is passed grows in interest with each mile of advance. We are steaming up the left bank of the Arkansas River, and are crossing the western border of the Great South Park. The mountains capped with snow shut us in throughout the whole circle of the horizon. The Collegiate Range, including the peaks of Yale, Harvard, and Princeton to our left, and beyond, the great volcano-made cones of Ouray and Shaveno, which tower above Marshall Pass. Away off to the right are the Kenosha Hills. Agriculture and stock raising are the main industries of South Park, and the ranchmen find these pursuits of an exceedingly lucrative character. A number of small stations are passed beyond Salida as follows: Brown's Cañon, Hecla Junction, Nathrop, and Midway.

Brown's Canon. After passing the station of Brown's Cañon, fine views of the Sangre de Cristo peaks present themselves close by, and then the rocks are heaped up again into the grand defile of Brown's Cañon, where one of our illustrations was made.

Buena Vista. Buena Vista is the county seat of Chaffee County. The town was incorporated in the month of December, 1879, and, for its age, is a wonderfully thriving place. It is beautifully situated on the Arkansas River, thirty-six miles below Leadville, and 242 miles from Denver. The town is quite an important station, and is surrounded by good mines of gold and silver, fine pasture lands for stock and many improved ranches. The state reformatory is situated here. The city has an abundance of pure water, fine shade trees, churches, schools, stores, etc. (Population, 1,800. Distance from Denver, 240 miles. Elevation, 7,967 feet.)

Cottonwood Springs. The Cottonwood Hot Springs have long been famous in Colorado for their curative properties. They were the resort of the Indians before the whites took possession of the country, and have since been greatly improved and made accessible to invalids and tourists. The springs are situated six miles from Buena Vista, whence a stage line conveys passengers arriving on the Denver & Rio Grande Railroad to the springs. For cases of inflammatory rheumatism, lead poisoning, and diseases of the blood, these waters possess remarkable curative properties. The scenery of the valley in which the springs are situated is of great loveliness, the Collegiate Range of mountains forming an imposing background. Fine trout fishing can be found in ten minutes' walk up and down Cottonwood Creek, and the neighboring hills abound in game. There are good accommodations here for tourists and invalids.

Mount Princeton Hot Springs are located nine miles from Buena Vista. There are about forty of these springs, with a flow of hot water aggregating 1,000,000 gallons daily. These waters are especially beneficial for rheumatism, cutaneous diseases, paralysis, etc. The temperature is 130° F. The climate and scenery are superior, and good hotel accommodations will be found.

After leaving Buena Vista the following small stations are passed: Americus, Riverside, and Pine Creek.

Granite. At this point the stage line to Twin Lakes connects with the trains. Placer mining by huge hydraulic systems are in full operation and have been successfully worked for the past twenty years. (Population, 300. Elevation, 8,940 feet. Distance from Denver, 257 miles.)

These most beautiful mountain tarns are best reached by a seven miles stage ride

UPPER TWIN LAKES.

from Granite Station. The drive is in itself a delightful experience, and the lakes prove a most charming culmination. You find yourself in a little valley about seven miles in area. Around you on all sides, looming up grand and precipitous, are snow-capped mountain peaks, each of them towering fully a mile high, from where you stand, completely walling you in from the outer world. These mountains are Mount Elbert, La Plata, and Twin Peaks, each of them higher than the famous Pike's Peak, Lake Mountain, Mount Sheridan, and Park Range. They are all more or less covered, up to the timber line, with fir and spruce trees, the fragrance of which perfumes the atmosphere, and, owing to the rarified air, the tops of the peaks, on which rest the eternal snows, seem so near that you think you could almost throw a stone to their summits, though in fact the length of that very uphill stonethrow would be considerably more than a mile. For about three-fourths of its area the valley is occupied by the lakes, and to an ordinary observer it is plain that these lakes were formerly one and occupied the whole valley up to the very foot of the mountains. At present, however, they are twins—Siamese twins for they are connected by a mountain stream, which, as well as the lakes themselves, abound in the most delicious mountain trout that ever nibbled at a hook or smoked on a platter.

TWIN LAKES.

Pleasure Resort.

Elevation, 9,367 feet.

Now let us row out into the middle of the upper lake. It seems as if you were in the center of a mighty amphitheater, the arena of which is water, the sloping sides fir-clad mountains, and the roof a great bowl inverted, painted a gorgeous blue, and lightly resting on the snow-capped mountains. The sizzling dweller of cities may ask what is the thermometer here? I do not know. I never saw one here. These people have no more use for a thermometer than a toad has for a pocketbook. Old Sol rises bright and fierce-looking every morning in an Italian sky, but his rays are so tempered by the breezes from the mountains that by the time they reach the valley they are just pleasantly warm and exhilarating. But there is one thing his rays will do, and city folk would better beware of them if they do not want to peel off their outer cuticle, they will sunburn as effectually as if conveyed through the medium of a burning glass; this is owing to the rarity of the atmosphere. Flannels can and ought to be worn here every day, and a person sitting reading or writing indoors for an hour or so, in a room where there is no fire, and while the sun is shining brightly outside, will find the cold stealing up his nether limbs.

Returning to Granite and resuming the journey, the following small stations are passed: Twin Lakes, Hayden, Gordon, and Malta. At Malta the main line turns to the left, while a branch line continues on to Leadville. Suburban trains are operated between Malta and Leadville, and we will take advantage of this service and go to the "Great Carbonate Camp."

This wonderful Cloud City first became known to fame in 1859 as California Gulch, one of the richest placer camps in Colorado. From 1859 to 1864, $5,000,000 in gold-dust were washed from the ground of this gulch. The camp was afterwards nearly abandoned, and it was not until 1876 that the carbonate beds of silver were discovered. Immediately after this discovery a great rush ensued to the carbonate camp, which was named Leadville, and the population rose from a nominal number to 30,000. Leadville is the county-seat of Lake County. It is the fourth city in size in Colorado, and the greatest and most

unique carbonate mining camp in the world. The visitor to Leadville is irresistibly reminded of the words of Joaquin Miller: "Colorado, rare Colorado! Yonder she rests; her head of gold pillowed on the Rocky Mountains, her feet in the brown grass; the boundless plains for a playground; she is set on a hill before the world, and the air is very clear, so that all may see her well." The city is lighted by gas and electricity; has telephonic communication with surrounding points; has the usual conveniences and luxuries of cities of corresponding size, and in all respects ranks as one of the greatest cities of this great State. Leadville is one of the most interesting cities in the world to the tourist. It abounds in scenes of a novel and characteristic nature, and presents views of life entirely foreign to the conventional. Mining methods are here fully illustrated in every form, from lode mining to hydraulic and sluicing work. Leadville has a handsome theater, the Elks Opera House, having a seating capacity of 1,000. The scenery around Leadville is magnificent. It is walled in on all sides by towering mountains whose summits are crowned with eternal snow. Occupying so high an altitude, the effect is remarkable, and tourists can find no more striking nor interesting scenes than those presented by Leadville and its weird and wonderful surroundings. Leadville is well supplied with good hotels. Livery accommodations are first-class, and the boulevard affords one of the finest drives in the State. Situated on the front of Mount Massive, at the mouth of Colorado Gulch, and distant five miles from Leadville, are the popular Soda Springs and Evergreen Lakes. The boulevard, a carefully constructed drive, one hundred feet in width, and as smooth as a race track, gives access to the springs and lakes, a stage connecting with Leadville twice a day. The springs are strongly impregnated with soda, and are of a highly medicinal character. There is excellent trout fishing within a few minutes' walk of the springs, pleasant drives and rides are numerous, and placer as well as lode mining are in progress in near proximity, easily accessible to the inspection of the tourist. Near the Evergreen Lakes is located an extensive United States Fish Hatchery, under the direction of the government, and from it millions of trout fry are yearly planted in all the streams of the State of Colorado. As a business point, Leadville is recognized as among the first in the State; with its large population, great smelting works, and vast mining industry, it cannot help commanding the attention of business men and investors.

LEADVILLE.

The "Great Carbonate Camp."

Population, 20,000.

Elevation, 10,200 feet.

Distance from Denver, 277 miles.

Chrysolite Extension. This branch of the Denver & Rio Grande System extends from Leadville to all the principal mines of the famous Leadville mining district. No passenger trains are operated thereon, but the net-work of tracks zigzagging up the mountain sides, with marvelous switchbacks, sharp curves, and heavy grades is extremely interesting from an engineering standpoint.

Between Leadville and Tennessee Pass are the following unimportant stations: Leadville Junction, Keeldar, and Crane's Park.

Tennessee Pass. Rising along a tortuous path cut at a heavy grade, as usual, into the side hills, we mount slowly into Tennessee Pass, which feeds the head of Eagle River on the west side, and one source of the Arkansas on the east side. It is a comparatively low and easy pass, covered everywhere with dense timber, and a wagon road has long been followed through it. Reaching an elevation of quite 10,240 feet, the train darts into a tunnel half a mile long, and on emerging at the western end, we are on the Pacific slope. There is nothing to be

seen except an occasional pile of ties, or a charcoal oven, save that now and then a gap in the hills shows the gray, rough summits of Galena, Homestake, and the other heights that guard the Holy Cross. At each end of the Pass is a little open glade or "park," where settlers have placed their cabins and fenced off a few acres of level ground whereon to cut hay, for nothing else will grow at this great elevation.

We can do no better service to the tourist than to quote Ernest Ingersoll's description of this famous mountain given in "The Crest of the Continent." He says: "One of the side valleys, coming down to the track at right angles from the southwestward—I think it is Homestake Gulch—leads the eye for a momentary glimpse up through a glorious Alpine avenue to where the cathedral crest of a noble peak pierces the sky. It is a summit that would attract the eye anywhere—its feet hidden in verdurous hills, guarded by mighty crags, half-buried in seething clouds, its helmet vertical, frowning, plumed with gleaming snow—

'Ay, every inch a king.'

MOUNT OF
THE
HOLY CROSS.

Elevation, 14,176 feet.

"It is the Mount of the Holy Cross, bearing the sacred symbol in such heroic characters as dwarf all human graving, and set on the pinnacle of the world as though in sign of possession forever. The Jesuits went hand in hand with the *Chevalier Dubois*, proclaiming Christian Gospel in the northern forests; the Puritan brought his Testament to New England; the Spanish banners of victory on the Golden shores of the Pacific were upheld by the fiery zeal of the friars of San Francisco; the frozen Alaskan cliffs resounded to the chanting of the monks of St. Peter and St. Paul. On every side the virgin continent was taken in the name of Christ, and with all the *éclat* of religious conquest. Yet from ages unnumbered, before any of them, centuries oblivious in the mystery of past time, the Cross had been planted here. As a prophecy during unmeasured generations, as a sign of glorious fulfillment during nineteen centuries, from always and to eternity, a reminder of our fealty to heaven, this divine seal has been set upon our proudest eminence. What matters it whether we write 'God' in the constitution of the United States, when here in the sight of all men is inscribed this marvelous testimony to His sovereignty! Shining grandly out of the pure ether, and above all turbulence of earthly clouds, it says: Humble thyself, O man! Measure thy fiery works at their true insignificance. Uncover thy head and acknowledge thy weakness. Forget not, that as high above thy gilded spires gleams the splendor of this ever-living Cross, so are My thoughts above thy thoughts, and My ways above thy ways."

Crane's Park is a beautiful park in the mountains at the western foot of Tennessee Pass. Here are to be seen the kilns of charcoal burners, and a wonderful valley and mountain view.

Red Cliff Canon. Just beyond Crane's Park the railroad enters Red Cliff Cañon, a comparatively short but very interesting gorge in the mountains.

Red Cliff. This picturesque little town is the county-seat of Eagle County, and the entrepôt of a large mining district. The mines of the Battle Mountain and other districts contribute greatly to the business of the place. Leadville, with its smelters, is only 25 miles distant, and this fact is also an element of success among the many which give promise of future prosperity to the town. The scenery around Red Cliff is of the grandest and most beautiful description. To reach the town the traveler makes the ascent and descent of Tennessee Pass,

MOUNT OF THE HOLY CROSS.

and obtains the best distant view that can be had of the famous Mount of the Holy Cross. Just beyond Red Cliff are the wonders of Eagle River Cañon. (Population, 1,000. Distance from Denver, 293 miles. Elevation, 8,608 feet.)

EAGLE RIVER CANON.

Height of Walls. 2,000 feet.

Beyond Red Cliff the Eagle River Cañon opens to the view at first a comparatively wide expanse, later more narrow, walled in on each side by cliffs of vari-colored rocks, whose lofty and apparently insurmountable summits bear the dark banners of the pine. Admiration and awe at this stupendous work of Nature take possession of the mind, when suddenly these emotions are overshadowed by wonder and almost incredulous surprise at the daring of man, for there above us on the right, perched like the nest of heaven-scaling eagles, rest the habitations of men! There are the shaft houses and abiding places of adventurous miners, who, having climbed these cliffs, pick in hand, have here discovered rich veins of the precious metal, which, being blasted from its matrix, is conveyed to the railroad track 2,000 feet below, by a most ingenious system of tramways and endless steel ropes. There is something very impressive in the sight of these frail cliff-perched dwellings; and the shaft-penetrated, tunnel-pierced peaks suggest irresistibly the fabled cavernous labyrinths of "Kor." Nowhere can the traveler find a more interesting and instructive illustration of mining methods than is here presented by the shaft-scarred sides of Battle Mountain and the pinnacle-perched eyries of Eagle River Cañon.

Minturn. Having passed through the cañon, the train brings up at the divisional and eating station at Minturn. At this point is located extensive round houses and repair shops of the railway. (Population, 500. Elevation, 7,825 feet. Distance from Denver, 302 miles.)

The Valley of the Eagle. Leaving Minturn, one enters the Valley of Eagle River. Quieter scenes of pastoral and agricultural achievements follow. Here are comfortable ranch houses surrounded by fertile fields; there are herds of cattle feeding contentedly in natural pastures; while on all sides are seen evidences of peace, prosperity, and plenty. The Eagle River, a beautiful stream, whose pellucid waters do not conceal the bright colored gravel of its bed, meanders through the valley, adding to the beauty of the scene, and carrying with it the practical benefits of irrigation, without which the soil would produce nothing but vegetation suitable for grazing purposes. The clear, cold water swarms with trout, augmented yearly by additions from the hatchery at Leadville, and here the disciples of old Izaak Walton cannot fail to find ample room and verge for plying their gentle craft.

STEAMBOAT SPRINGS.

Wonderful Hot Springs of Routt County.

Population, 500.

Elevation, 6,500.

In our journey through the valley we pass the following stations: Avon, Allenton, Wolcott, Sherwood, Eagle, Gypsum, Dotsero, Shoshone, and Sulphur Springs.

Leaving the railroad at Wolcott station, the tourist can go by stage or private conveyance to Steamboat Springs, distant eighty miles, and reached by a most interesting and picturesque route. The road follows up the divide between the Eagle and Grand rivers through a fine grazing country, dotted here and there with beautiful little lakes. The Kokomo and Sheephorn ranges rise to the east, while the Mount of the Holy Cross

towers to the south. From the summit of the divide a fine view of the Flat Top Mountains can be obtained. Descending, the traveler enters Egeria Park, famous for its lovely scenery, a noted feature of which is the Topanas, or "Sleeping Lion." Finger Rock, 265 feet high from base to top, is also a remarkable landmark. The first stream crossed is the Roaring Fork of the Yampa River, along which is to be found the finest trout-fishing in Colorado. Elk, deer, bear, and mountain-sheep abound here. Progressing, "Court-House Rocks" come into view and beyond is the "Devil's Grave." This curious uplift in the form of a grave, with a great headstone rising from one extremity, is an object of great interest. Passing through Yellow Jacket Pass, the Harrison Bottoms fine grazing lands are entered and soon the famous "Steamboat Springs" are reached. The springs send off clouds of steam and its escape makes a peculiar puffing noise, whence the name. There are sixty of these springs, embracing those characterized by sulphur, magnesia, iron, and soda. The springs vary from 156 degrees of heat to cold. The scenery around the Springs is exceedingly attractive. The Storm Mountains, around whose summits storm clouds always gather, Crystal Park, Soda Park, Sheddegger's Park, and Fish Creek Falls are all objects of interest, and within a radius of ten miles. The Fish Creek Falls are three miles east of Steamboat Springs, they are 150 feet in height, and have a width of eighty feet. Those in search of health, the beautiful in nature, or who enjoy the recreation of the sportsman or fisherman cannot do better than make a visit to Steamboat Springs.

The town of Steamboat Springs is a thriving village with a wonderful future. It has free public library, public schools, churches, fine water supply, an unusually large number of mercantile establishments, banks, planing mill and flouring mills. Good hotel accommodations for sportsmen and health seekers.

CANON
OF THE
GRAND RIVER.
A Marvelous Gorge.
One of the World's Wonders.

Returning to the railway after our pilgrimage to Steamboat Springs, we again resume the journey by rail through the Cañon of the Grand.

Gradually the valley narrows, high bluffs hem us in on the left, the river is close to the track on the right, and its fertile banks suddenly change into a tumbled, twisted, black, and blasted expanse of scoria, the outpouring of some ancient volcano of tremendous activity. The few trees on the hither side of the stream are also black; an inheritance of fire; the waters under the black banks, and reflecting the blackened trees, take on a swarthy hue—a stygian picture! Just beyond, a distant glimpse of fertile country, and the clear waters of the Eagle are lost in the muddy current of the Grand, and a cañon greater in extent and more varied in character than that of the Arkansas opens before us. As the train speeds downward, the mountains on the horizon behind us seem to rise up towards the zenith as though the miracle of creation was being repeated before our eyes. Soon, however, the distant mountains are shut out and only the sky above, the river and track beneath and the cliffs around are visible; and here begins a panorama, kaleidoscopic in its ever changing forms and colors, the wonder of the one who sees, the despair of the one who wished to tell others what he saw.

In places the effect is that of giant Egyptian art and architecture. Vast bastions of granite, strata on strata, rise to a stupendous height, braced against rock masses behind them, infinitely vaster. Suggestions of the Sphinx and of the Pyramids can be caught in the severe and gigantic rock-piled structures on every hand. These

are not made up of boulders, nor are they solid monoliths, like those in the Royal Gorge. On the contrary, they are columns, bastions, buttresses, walls, pyramids, towers, turrets, even statues, of stratified stone, with sharp cleavage, not in the least weather-worn, presenting the appearance of Brobdingnagian masonry—hence I use the phrase "rock-piled structures" advisedly and as best descriptive of what there exists.

EXPLORING THE WALLS.

But the kaleidoscope is shaken and the rock pieces are rearranged. The effect is startling. We have left Egypt, with her shades of gray and her frowning, massive, and gigantic forms. We are in a region of glowing colors, where the vermilion, the maroon, the green, and the yellow abound and mingle and contrast.. What strange country was the prototype of this? Ah! yonder is something characteristic—a terraced pyramid banded with brilliant and varied colors—the teocoli of the Aztecs.

Whirling around a headland of glowing red rock, which it seems ought to be called "Flamingo Point," we are in a region of ruddy color and of graceful forms. Minarets, from whose summits the muezzin's call might readily be imagined falling upon the ears of the dwellers in this "Orient in the West," spires more graceful than that of Bruges, more lofty than that of Trinity, towers more marvelous than Pisa's leaning wonder, columns more curious than that of Vendome, splintered and airy pinnacles, infinite in variety, innumerable! inimitable! indescribable!

In a moment darkness and the increased rumble of wheels; then light and another marvelous view. We have passed tunnel No. 1, the portcullis; darkness again for a moment, then the blue sky above us. We have entered through the postern gate; darkness for the third time—absolute, unmitigated blackness of darkness; this must be "the deepest dungeon 'neath the castle moat." But soon again we see the blessed light, and there before us lies Glenwood Springs!—Colorado's Greatest Resort.

Glenwood Springs.

Health and Pleasure Resort.

Wonderful Hot Springs.

Distance from Denver, 360 miles.

Elevation, 5,758 feet.

Population, 3,000.

Glenwood Springs is *the* pleasure and health resort of Colorado, as well as a flourishing and growing town. It is the county-seat of Garfield County. The picturesque scenery of the Grand River, from its source midst the peaks and crags of the Rockies, to its debouch into the magnificent waters of the broad Colorado, has been the theme of able writers in prose and poetry, but at no spot in its rapid march to the sea, do the waters of the Grand glisten and ripple upon the shores of a lovelier valley than at its confluence with the Roaring Fork, where are situated the springs and city of Glenwood. Here the sentinel ranges, which have guarded the stormy passage of the turbulent stream through mountain pass and precipitous cañon, seem to have deployed their ranks, that they might surround and embrace a valley so lovely in its landscape and set in a frame of such scenic grandeur. The springs themselves are phenomenal, innumerable fountains bubbling up over an area covering both sides of the river, and varying in volume from twenty to one thousand cubic inches per second. The principal springs on the north side of the Grand River discharge an immense body of water, heated in nature's furnace to 140° Fahrenheit, which flows in a broad stream to its outlet through an aqueduct recently constructed, forming a beautiful island, upon which is erected a commodious and well-appointed bathing-house, provided with every convenience for sitz, plunge, and vapor bathing. The waters have been found of great benefit to invalids, and as a result the springs are largely patronized. Aside from the beautiful valley selected for its site, and the attractions presented by its wonderful springs, Glenwood City possesses many advantages and material resources which are destined to make it one of the most important points on the Denver & Rio Grande Railroad. The town has electric lights, waterworks, and all of the modern improvements. Glenwood is well supplied with hotels. The new Hotel Colorado, which cost $350,000, is probably one of the finest resort hotels in the United States. It is built of Roman tiles and Colorado peach-blow stone, and contains two hundred guest rooms and forty private baths, is built in Italian style, and located under the shadow of the mountains, with the banks of the famous Pool immediately in front of it. It is surrounded by beautiful parks and drives, and withal, is a most delightful place to spend a season. There are other hotels, though less pretentious, the Hotel Glenwood, the Kendrick, the Grand being among the number.

Accommodations for Bathing. The bath-house erected at the wonderful hot springs here is of the most elegant design. It is built of red sandstone, and the walls of all rooms are of red or cream colored pressed brick, wainscoted with Texas pine and colored enamels. There are forty-four large bath-rooms, in two departments, for the respective sexes. Each bath-room has two compartments. One is lined with enamel and set with a porcelain tub, having bronze appliances for

readily supplying hot, warm or cold mineral water, and hot, warm or cold fresh water, also showers of warm or cold water. Any desired temperature, from 45° up to 120° Fahrenheit, can be supplied. The other compartment is furnished as a dressing room, and provided with a settee for reclining after the bath. These compartments have high ceilings, and are well lighted from elevated windows by day, and by incandescent electric lamps at night. Light refreshments are served in each room by attendants summoned by electric bells. Massage treatment is administered in a room for that purpose. Besides the bath-rooms, the building contains handsome sitting and smoking rooms with open fires, physician's room, billiard-room, coffee kitchen, linen-rooms, hairdressing-rooms, laundry, etc. All rooms are kept supplied with fresh air at an equable temperature throughout the year. Every accessory for the luxurious and health-giving bath is provided in the building. The baths are supplied from the main or Yampa spring, which yields a constant flow of 2,500,000 gallons per day of highly mineralized hot water, at a temperature of 124.2° Fahrenheit. This water is a remarkable remedial agent, aiding or effecting cures of scrofula, rheumatism, gout, lead poisoning, diabetes, Bright's disease, and all skin and blood diseases. The new bath-house stands on the margin of the Mammoth Swimming Pool.

The Bathing Pool. This is remarkable for its size and the completeness of its conveniences. It is six hundred feet in length, by one hundred and ten feet in width at the widest part. Its depth gradually increases from three and one-half feet at one end to six feet at the other. The walls are of red sandstone, and the bottom is paved with hard pressed brick. Its surface area is 43,000 square feet, or one acre, and the capacity 1,500,000 gallons. It is constantly supplied with mineral water from the main or Yampa Spring, and kept at a temperature of about 95° Fahrenheit. There are one hundred and thirteen dressing-rooms, in separate departments for the sexes. These are warmed in winter, and a hooded way leads into the water. At night the pool is brilliantly lighted by arc electric lights. Bathing suits are supplied at a moderate charge. Thousands who have tried bathing in the pool pronounce it the most delightful of baths. The exercise which it admits of while bathing is deemed especially beneficial to many kinds of invalids.

The Vapor Caves. A remarkable feature of these springs are the vapor caves—natural openings in the rocks to which the steam from the hot springs obtains access. In one of these natural caves the company has erected a unique vapor bath-house, with ample dressing-rooms, a number of private vapor rooms, shower bath-room, etc., all lighted by electric lights, affording vapor baths in either cave or private rooms at a temperature of 150° to 110° Fahrenheit. These baths are not only a luxury to those who are well, but are especially recommended by physicians for a number of serious ailments.

Aspen Branch. Extending from Glenwood Springs in a southeasterly direction is the branch of the Denver & Rio Grande Railroad to Aspen, and its wonderful mines. The following points are on this line:

Carbondale. Situated at the confluence of Rock Creek and Roaring Fork, twelve miles south of Glenwood Springs. This is the junction with the Crystal River Railroad leading to the coke ovens and coal mines owned and operated by the Colorado Fuel & Iron Company. (Population, 500. Distance from Denver, 373 miles. Elevation, 6,181 feet.)

The Crystal River Railway, starting at Carbondale, where it connects with the Aspen branch of the Denver & Rio Grande Railroad, runs up the valley of Rock Creek, in a southerly direction, for about twenty miles, to Placita,

GLENWOOD SPRINGS

with a branch from Redstone to Coal Basin, a distance of twelve miles. This railway is owned by the Colorado Fuel & Iron Company, and is an important feeder to the Rio Grande System, bringing to the main line vast quantities of coal and coke.

Avalanche Creek. Twelve miles from Carbondale. This will be the shipping-point for silver and iron ores located six to eight miles up Avalanche Creek.

Penny's Hot Springs. Fourteen miles south of Carbondale, on Rock Creek. These springs are said to be equal to those of Glenwood in healing and restorative power.

Redstone. The junction of the Coal Basin branch, and seat of the summer home of the president of the Colorado Fuel & Iron Company.

Coal Basin. Nineteen miles from Carbondale. At this station all the coal from Coal Basin is received. This is the largest and finest body of coking coal in Colorado, and is controlled by the Colorado Fuel & Iron Company. Extensive coking ovens have been erected at this point.

Placita. Twenty miles from Carbondale. At this point is located the coal breaker and extensive plant of the company, who own the extensive anthracite coal-fields of Chair Mountain. This company is shipping large quantities of anthracite coal daily. This coal is said to be equal to the best red ash coal of Pennsylvania.

Scenic Attraction. The line passes the base of Sopris Mountain and Chair Mountain, and terminates in the great elbow of the Elk Mountains at Placita. No finer scenery can be found in the West. In a ride of two hours the tourist can be transported from the beautiful valley of Roaring Fork nearly to the summit of the Elk Mountain Range, and can view nearly all the prominent peaks from Mount Massive west.

Returning to Carbondale, the stations on the main line to Aspen are as follows: Emma, Rose, and Woody Creek.

ASPEN.

Great Mining Town.

Health and Pleasure Resort.

Population, 5,000.

Elevation, 7,874 feet.

Distance from Denver, 402 miles.

Aspen, the county-seat of Pitkin County, is located in one of the most noted mining regions of Colorado, and is the terminus of the Aspen branch of the Denver & Rio Grande Railroad. The valleys of the Roaring Fork River and its confluents, Castle, Hunter's, and Maroon creeks, are especially fitted for agriculture, and the hills and mesas adjacent form a fine range for stock, which in addition to the mining interests will surely make Aspen one of the most prosperous cities in the State. Stores and shops of all kinds, carrying large lines of goods, are abundant and the business done here would do credit to a town boasting five times its present population. The good faith of the people is manifested by the character of the buildings they have erected. It is a town of beautiful homes, and has most excellent society. All the principal religious denominations have suitable houses of worship, and the public schools are of an excellent order. The hotels are good, there is a fine opera house and hotel, and the town is supplied with pure water from Castle Creek. An electric-light plant illuminates the principal places of business as well as the streets. The climate is delicious and especially beneficial in all pulmonary complaints. Aspen is a garden town, and displays many beautiful lawns, sprinkled and beautified by flowers.

The main industry of Pitkin County, of which Aspen is the county-seat, is mining. The town is situated upon the great zone or belt which passes through

MOUNT SOPRIS.

the country in a northeasterly and southwesterly course, and has tributary territory for from twenty to thirty miles each way. The ores are of good grade and are found in remarkably large deposits. The Great Central lead, with its spurs and lateral feeders, resembles a river with many branches. Silver and lead are the principal mineral products, although gold has been found and profitably worked at Independence, in the eastern part of the county, and the iron ores at Cooper's Camp, in the southwestern part, are found in immense deposits, and are of the very finest quality. Building stone is found, and the rock is unsurpassed in texture or color, and the surrounding hills will be great producers for outside markets. Some coal is found in Pitkin County, but not in extensive measures as in Garfield, the great coal county of the United States, which adjoins upon the north. There is no territory of similar area with richer or more varied products than Pitkin County. The scenery around this thriving city is wonderfully varied and beautiful. Situated in the heart of the mountains, and surrounded by the most wonderful works of nature, Aspen will always be an attractive place to the tourist and the lover of the grand and marvelous. Hunting and fishing are found here in their perfection. Nature seems to have made Aspen her favorite child, and has poured out at her feet all the rich gifts of her cornucopia. (Population, 5,000. Distance from Denver, 402 miles. Elevation, 7,874 feet.)

MARBLE CAÑON.

Returning to Glenwood Springs, we cross to the western bank of the river, and resume our journey towards the Occident, down the beautiful valley of the Grand.

New Castle. Here are located extensive coal-mines and coking ovens of the Colorado Fuel & Iron Company. (Distance from Denver, 373 miles. Population, 1,000. Elevation, 5,562 feet.)

Rifle. The debarking point for Meeker and other points reached by stage lines. Excellent hunting and fishing grounds surround Rifle in all directions. Elk, deer, bear, trout, and all kinds of game are in abundance. (Distance from Denver, 387 miles. Population, 500. Elevation, 5,310 feet.)

Meeker. (45 miles north of Rifle by daily stage.) Meeker is situated in the heart of the finest fishing and game country in the state, and naturally the great goal for hunters, fishermen, health, and pleasure seekers generally. Meeker has excellent stores, livery, and is headquarters for guides, and with this point as a base, excursions into the game country, varying in distance from 5 to 100 miles, may be made, well repaying the participants for the outlay of time and money. The principal hunting and fishing resorts are along the north and south forks of the White River and on the White River itself, Marvin Creek, Trapper's Lake, Marvine Lakes and numerous tributaries of the streams named. Guides, horses, wagons, pack-horses, dogs, fishing-tackle, guns, ammunition, tents, and camp equipage, together with all manner of food supplies, are obtainable at Meeker at reasonable rates. The game country around Meeker is prolific in all kinds of big game and in the open seasons is the mecca of many sportsmen from all over the United States. It was from this point that President Roosevelt made his famous lion hunting expedition. The agent for the Denver & Rio Grande at Meeker will give his personal attention to any requests for information, or will make advance arrangements for parties desiring to visit this region.

The Valley of the Grand River is noted for its agricultural resources, being one of the most prolific producing portions of the state. All manner of grains are raised in great abundance, and the fruits, especially peaches, grown in this valley are unsurpassed. The principal railroad points are Grand Valley, DeBeque and Palisade.

In the Valley of the Grand River, and surrounded by a fertile and well-watered country, Grand Junction is the leading city of western Colorado. An extensive system of irrigating ditches has been established, and all the land under these ditches taken up, and most of it cultivated. The comparatively low altitude of this valley (it being the lowest among the Rocky Mountains, with but one exception, in Utah) makes it especially adapted to the cultivation of fruit and sugar beets. Peaches, grapes, apricots, pears, and small fruits flourish here in great luxuriance, and most of the farmers have planted orchards and vineyards of greater or less extent. The usual farm products thrive in the valley, and large crops can be counted on with the greatest confidence. The discovery that sugar beets could be raised cheaply and satisfactorily in the country around Grand Junction, led the capitalists of the state to invest in the construction of a plant for the conversion of this vegetable into sugar. The plant is large and has enormous capacity and as the production of beets increase can easily enlarge this capacity. The beets raised in the vicinity are particularly valuable for sugar manufacture, running as high as fifteen and eighteen per cent in saccharine matter and being fully ninety per cent

Grand Junction.

Chief City of Grand River Valley, at Junction of Grand and Gunnison Rivers.

Population, 5,000.

Distance from Denver, 450 miles, via Standard Gauge Line; 424 miles via Narrow Gauge Line.

Elevation, 4,594 feet.

Eating Station.

GRAND CAÑON OF THE COLORADO.

pure. Farmers in the neighborhood are devoting large acreages to the cultivation of the beet, as remunerative crops, with the aid of irrigation, is assured. This industry is also being developed in other parts of the State, and the day is not far distant when Colorado will rank among the foremost in the production of sugar, a truly valuable and interesting addition to its long list of business interests. Grand Junction is the county-seat of Mesa County, and has business and public buildings of a substantial character. Shade trees have been planted on each side of the streets giving the town a most pleasing and attractive appearance. There is one thing sure about the Grand River Valley, and that is, it will never want for water; and with plenty of water for irrigation secured, the future prosperity of the valley and

the consequent growth of Grand Junction are both assured. Back in the hills great herds are pastured, and extensive coal-mines reached by the Little Book Cliff Railroad and large natural gas wells add to the many resources of this thriving city.

Grand Junction is well named, for here is the converging point of the standard and narrow-gauge lines of the Denver & Rio Grande Railroad with the Rio Grande Western line for Ogden, Salt Lake, and the Pacific coast, as well as the confluence of the two largest rivers in Colorado, the Grand and the Gunnison.

Fruita is the next station to the west, and is in the heart of a most magnificent fruit-growing region. The peaches, apricots and nectarines reaching a high degree of perfection and of phenomenal yield. (Population, 300. Distance from Denver, 460 miles. Elevation, 4,510 feet.)

Mack-Uintah Reservation. Nineteen miles west of Grand Junction, and 469 miles from Denver is Mack Station, the junction point of the Denver & Rio Grande and the Uintah Railways. The Uintah Railway extends 54 miles north to Dragon, Utah, thence by stage to Vernal, Ashley, and Fort. Duchesne, which are in the heart of the Uintah Indian Reservation, which was thrown open for settlement during the summer of 1905. The reservation embraces a large tract of valuable farming land, and will be one of the rich agricultural regions of Utah. Asphaltum, coal and other minerals also abound.

The Utah Desert. For a stretch of about 160 miles beyond Mack no agricultural country will be seen—over one hundred miles of this, in fact, is known as the "Utah Desert." But well-informed people assert that all this desert needs to be made fertile is irrigation. Water can be got on this land from the Grand River or Green River, and perhaps before another decade has passed away the "Utah Desert" will be ranked with that geographical myth of twenty years ago, "The Great American Desert."

The Book Cliffs. The intervening space of one hundred miles between the Grand River and the Green would be monotonous were it not for the glimpses one obtains, to the left, of the snow-crowned San Rafael and Sierra La Sal Mountains, and the constant presence, to the right, of the multiform and varicolored Book Cliffs. These Cliffs are the northern shore of what in former ages must have been a great inland sea, across whose basin the railroad runs. They vary in altitude from seven thousand to nine thousand feet and divide the waters of the Grand River from those of the White, extending two hundred miles from east to west.

Thompson's. Distance from Denver, 528 miles. Elevation, 5,160 feet. Population nominal. At this point, during the season, vast droves of sheep are driven in from the south, the wool clipped, and shipped to market. The region to the south, of which Moab, Utah, is the center, contributes large quantities of fruit to the Denver and Salt Lake City markets, which is all brought to Thompson's by wagon, and thence by rail to the cities named. West of Thompson's there are no stations of importance until the crossing of the Green River.

Green River is an oasis in the desert, and on alighting from the cars the traveler is astonished at the beauty of the surroundings, situated as it is, away out on the edge of the desert. A recently constructed irrigation system has placed an area of 10,000 acres of extremely rich land under cultivation, and Green River will soon be one of the richest agricultural regions in Utah. A handsome lawn of shaven grass surrounds the station, ornamented with trees, shrubs, and flowers. Green River is a shipping point of considerable importance

CASTLE GATE.

for stock. (Population, 500. Distance from Denver, 555 miles. Elevation, 4,080 feet.)

Grand Canon of the Colorado. From the bridge across Green River the traveler can, if the day is clear, catch a glimpse of the rugged walls of the Grand Cañon of the Colorado, scarcely fifty miles to the southward.

Climbing the Wasatch Range. From Green River to Soldier Summit, a distance of ninety-nine miles, the grade is a constant ascent, the scenery growing wilder and more varied as the advance is made. The road extends to the northwest, and, after passing Sphinx, Desert Switch, and Cliff Siding, unimportant sidetracks, reaches Woodside, twenty-five miles from Green River.

Woodside is situated on Price River in the midst of interesting scenery. Stock raising is tributary to the station. (Population nominal. Distance from Denver, 580 miles. Elevation, 4,645 feet.)

Price Situated on the south fork of the Price River, the town has a very fertile valley, though of limited extent, surrounding it. What arable land there is has been carefully utilized, and large crops of potatoes, alfalfa, oats, and vegetables are raised here, through the aid of irrigation. There are mines of asphaltum to the northward, which are worked extensively, and the products shipped to the East. Price is also an important shipping-point for cattle, sheep and wool. The scenery here is very attractive, and the hunting and fishing are excellent. (Population, 100. Distance from Denver, 619 miles. Elevation, 5,547 feet.)

Fort du Chesne. Eighty miles to the northward from Price, on the Uintah and Uncompahgre Indian reservation, recently opened for settlement, is Fort du Chesne, where is maintained a garrison of U. S. Troops. There are 4,000,000 acres in the reservation, nearly all of which was taken up at its opening in 1905.

Helper. End of the railroad divisions and dining station. (Population, 500. Distance from Denver, 626 miles. Elevation, 5,840 feet.)

CASTLE GATE.

Entrance to Price River Canon.

Height, 500 feet.

Four miles beyond Helper station the train enters the famous portals of Castle Gate, which stand at the entrance of the Price River Cañon. Castle Gate is similar in many respects to the gateway in the Garden of Gods. The two huge pillars, or ledges of rock composing it, are offshoots of the cliffs behind. They are of different heights, one measuring five hundred, and the other four hundred and fifty feet, from top to base. They are richly dyed with red, and the firs and pines growing about them, but reaching only to their lower strata, render this coloring more noticeable and beautiful. Between the two sharp promontories, which are separated only by a narrow space, the river and the railway both run, one pressing closely against the other. The stream leaps over a rocky bed, and its banks are lined with tangled brush. Once past the gate, and looking back, the bold headlands forming it have a new and more attractive beauty. They are higher and more massive, it seems, than when we were in their shadow. No other pinnacles approach them in size or majesty. They are landmarks up and down the cañon, their lofty tops catching the eye before their bases are discovered. It was down Price River Cañon, and past Castle Gate, that Albert Sidney Johnston marched his army home from Utah. For miles now, and until the mountains are crossed, the route chosen by the General is closely followed.

The gateway is hardly lost to view by a turn in the cañon before we are scaling the wooded heights. The river is never lost sight of. The cliffs which hem us in are filled with curious forms. Now there is seen a mighty castle, with moats and towers, loopholes and wall; now a gigantic head appears. At times side cañons, smaller than the one we are in, lead to verdant heights beyond, where game of every variety abounds.

Kyune. Large stone quarries are worked here. (Distance from Denver, 639 miles. Elevation, 6,960 feet.)

Colton. This little town is situated in the midst of rich and extensive coal measures. A branch road runs to the coal-mines, a distance of about twenty miles to the southward. The coal is valuable for coking, and is used in the various smelters of the territory, and is shipped in large quantities to the Pacific Coast. (Population, 200. Distance from Denver, 644 miles. Elevation, 7,071 feet.)

Pleasant Valley Branch. From Colton the branch extends to Clear Creek, a distance of twenty miles. The intervening stations are Hale, Scofield, and Winter Quarters. The chief business of the road is the transportation of coal, which is mined extensively here.

Soldier Summit. Here we are on the highest railroad point on the Wasatch Range, and at this point General A. S. Johnston crossed the range in his march to Utah, and here is buried one of his soldiers, hence the name of the station. Good pasturage covers the mountain tops, and great herds of cattle, horses, and sheep graze here among the sage brush. The scenery here is wild and picturesque, and the view is wide, embracing a great sweep of serrated mountain summits. (Population nominal. Distance from Denver, 652 miles. Elevation, 7,454 feet.) From this point the descent is made to the Utah Valley.

Red Narrows. Here the cliffs rise on each side of the track, assuming fantastic forms, and glowing with varied colors, among which red is predominant; hence the name.

Thistle Junction. This is the junction point of the main line and the San Pete branch extending to Marysvale. (Population, 100. Elevation, 5,033 feet. Distance from Denver, 677 miles.)

The San Pete Branch of the Rio Grande System starts toward the vast mines and quarries, grain fields and fruit gardens that lie toward the south from Thistle. Glance for a moment down this branch line. Two miles from Thistle is Asphaltum station, where there is a bed of nearly pure asphaltum, covering a square mile, and from eight to fourteen feet thick. Six miles further, and at Pines, a view is caught of Mount Nebo, one of the tallest and grandest peaks in Utah, snow-capped all the year. About a mile below Pines the road enters the Indian Reservation, and seven miles onward is Indianola, around which cluster the adobe houses and tepees of a branch of the great Ute tribe, whence Utah has its name. They do a little farming and stock-raising, and a good deal of hunting and fishing, and, all things considered, are generally doing well. Whirling on through twenty miles of pastures and farms, past Hilltop and Milburn, at Fairview a glorious view of the San Pete Valley, "the granary of Utah," bursts upon the enchanted eye. The whole country for fifty miles is a mingling of field and garden. Only six miles more, and the train sweeps into Mount Pleasant, nestled in peach and apricot, apple, pear, and plum trees, all bowed down with their loads of fruit. The town stands at the foot of the mountain on a commanding site. It has about 3,000 population, a flouring-mill and planing-mill, and is the seat of Wasatch Academy, a Presbyterian school of some repute. Five miles in twelve minutes, and Spring

City is passed, with great masses of snow-crowned mountains east and southeast of it, and in ten miles more, Ephraim's bowers of fruit and shade are entered. In a population of 2,200 there are 800 school children, besides all those too young for schooling. A new depot, new hotel, and many other new buildings tell the story of prosperity.

A dash of seven miles onward, and Manti is reached, with 2,500 people, and hardly a poor man among them. Here, at the top of four lofty terraces hewn from the mountain side, stands the magnificent Mormon temple, which has cost $2,500,000, and is only second to the one in Salt Lake City. It is nearly two hundred feet long, one hundred wide, and one hundred high, with massive towers at each end, rising one hundred and seventy-five feet in the air. It is built of snow-white oölite, quarried out of the site on which it stands, and the whole workmanship is exquisite. It can be plainly seen for forty miles up and down the valley. A hot spring on the edge of the town pours out a hundred cubic feet a minute of water gifted with remarkable medicinal qualities. Just below Manti are the strange "Saleratus Beds," where for two miles or more the road runs through vast deposits of soda pure enough for cooking purposes.

The train rushes on through a continuous succession of grain fields and orchards. Sterling, Gunnison, and Axtell are passed, the Sevier Valley is entered, and the locomotive screams its greeting to Salina, a thriving town of 1,000 industrious citizens. Just back of the town are mountains of rock salt, much of it as clear as crystal, and absolutely pure. Millions on millions of tons of it can be blasted out as cheap as dirt. About a mile south of these mountainous monuments to the memory of Lot's wife is a mountain of almost pure gypsum, and there is kaolin enough to furnish all the potteries and candy-makers of the world. The whole region abounds with game and fish. The railway company are now constructing a branch line in a northeasterly direction from Salina to a connection with the main line at a point near Green River, thus shortening the distance between the east and this rich valley by almost one hundred miles. Leaving Salina the San Pete Branch continues to the southward past Richfield, Elsinore, and Sevier to Marysvale, a distance of forty-seven miles. Through this stretch of beautiful valley will be found many charming orchards and fields of waving grain, and back in the hills the mines give forth their hoard of precious metals. Marysvale is destined to be a city of great importance at no distant day, as all southern Utah and Nevada will be tributary to it, and projected lines of railway to southern California have their northern terminals here. Returning again to the main line we find that the

Spanish Fork Canon is charmingly picturesque, and a spot which would delight the artist. It is characterized by fresh foliage, soft contours, charming contrasts, and sparkling waters. Emerging from the cañon the traveler realizes that one stage of his mountain journey has been achieved, and before him lies one of the most fertile valleys in the world.

Utah Valley. This favored spot presents the appearance of a well-cultivated park. It has an Arcadian beauty, and resembles the vales of Scotland. In the center rests Utah Lake, where

> ". . . the stars and mountains view
> The stillness of their aspect in each trace
> Its clear depth yields of their far height and hue."

A little back from the lake stand the towns of Springville and Provo, shaded by the near peaks of the range. Utah Valley possesses a fertile soil, a delightful

climate, and is one of the best farming sections of Utah. Fruit trees and grape vines grow as readily as hay and cereals, and the sugar beet is rapidly proving a source of great wealth to the farmers in this favored region. Eastward the oblong-shaped basin is shut in by the Wasatch Mountains; and on the west in the Oquirrh Range. Northward are low hills, or mesas, crossing the valley and separating it from that of the Great Salt Lake; while in the south, the east and west ranges approach each other and form blue-tinted walls of uneven shape. To the left of this barrier Mount Nebo, highest and grandest of the Utah peaks, rises majestically above all surroundings. Its summit sparkles with snow, its lower slopes are wooded and soft, while from it, and extending north and south, run vast, broken, varicolored confrères. The valley is like a well-kept garden; farm joins farm; crystal streams water it; and scattered about in rich profusion are long lines of fruit trees, amid which are trim, white houses. All these evidences of prosperity testify to the virtues of industry, frugality, and perseverance, which no one can deny are possessed by the Mormon farmers.

Springville. This is a typical Mormon town, and is really the first Mormon settlement we enter. The town derives its name from the fact that a strong hot spring pours its waters into a stream just above the town, in Hobble Cañon. The water does not freeze in winter, and thus a flouring mill run by it is enabled to work the year round. (Population, 3,500. Distance from Denver, 692 miles. Elevation, 4,555 feet.)

Tintic Branch extends southward from Springville, on through Spanish Fork, Payson, and Goshen, a region rich in all agricultural productions. West of Goshen, the branch line enters Piñon Cañon, and runs for ten miles through as wild and rugged scenes as can be found in all this region of scenic wonders. The track through the cañon is a dizzy puzzle in engineering. It winds and climbs, twists, turns, and wriggles, and at last absolutely crosses itself backward and forward, tying itself into a loop like a double bow-knot. There are but two similar track tangles in the United States, one in California and the other in Colorado. Out of this cañon labyrinth, the line emerges at Silver City in the far-famed Tintic mining-camp; and just on beyond that, will doubtless ere long rush its iron horse into the newly discovered Deep Creek bonanza region, whose richness is now attracting wide-spread attention.

Spanish Fork. This is the first town on the Tintic Branch that the tourist enters. It is situated on the Spanish Fork River, and is a most pleasant rural village. Fruit and shade trees abound. Agricultural, horticultural, and pastoral industries are pursued by the inhabitants. Vineyards flourish, wine is made, dairy products are a specialty, and the cereals and all kinds of vegetables are cultivated. (Population, 3,000. Distance from Denver, 695 miles. Elevation, 4,570 feet.)

PROVO.

County-Seat of Utah Co. Summer Resort.

Population, 6,500.

Distance from Denver, 696 miles.

Elevation, 4,512 feet.

This pretty little city belongs to the best type of Mormon towns, and a description of it will serve to give the reader a good idea of the characteristics of all the towns built by the Mormons. The dwellings, as a rule, are comfortable, but not imposing in appearance. Many of them are constructed of *adobe* or sun-dried bricks, and all are situated in lots of generous proportions and surrounded by ornamental and fruit trees. Water for irrigating purposes flows down each side of the

SPANISH PEAKS

streets, and shade trees in abundance and of luxuriant growth render the walks cool and inviting. Gardens filled with fruits, flowers, and vegetables are the rule, and a quiet, peaceful, industrious, semi-rural life is the good fortune of the residents here. The town is eminently fitted for a health and pleasure resort, and has also great advantages as a manufacturing center. The Timpanogas River furnishes excellent water power, while inexhaustible supplies of artesian water are to be found at a depth of from forty to two hundred feet. The city has, in fact, the finest water supply in any Utah Territory. Provo has a fine public school system and is the seat of the Brigham Young Academy, which was amply endowed by the first president of the Morman Church, from whom the school takes its name. Its churches and public buildings, including an opera house, are a credit to its people, who are of a literary taste and enclined to liberality of thought. Utah Lake, a fine body of fresh water, lies to the southwest, and to the north and east are the Wasatch Mountains. Farming and beet sugar raising, horticulture and the raising of cattle and sheep are tributary industries, while in the town are large saw-mills, sugar factories, flouring mills, and woolen mills, the most extensive in Utah.

Provo Canon or Heber Branch. This branch traverses its entire length the beautiful Provo Cañon. The railway follows the windings of the Provo River from the mouth to the head of the cañon, where it widens into the picturesque Heber valley. It offers, therefore, innumerable shady spots along a stream that

LAKE SAN CRISTOVAL.

abounds with mountain trout. At Bridal Veil Falls, whose waters dash over a precipice 400 feet high, likewise at the Forks of the River, accommodations for tourists have been provided. A trip through this cañon to Midway, the Natural Hot Pots and Heber will convince you that no lovelier or more healthful spot exists in the state. The "Hot Pots" are natural craters of boiling waters, and here has been established a comfortable sanitarium, with baths of all temperatures and description. This is also the route to the Strawberry and Duchesne valleys. *En route* are passed Caryhurst, Nunns, and Charleston, the latter a charming village of 250 inhabitants. At Heber, the terminus of the branch, we find a thriving town of 1,600 people. (Distance from Denver, 722 miles. Elevation, 5,559 feet.)

Utah Lake. Mention has already been made of this beautiful body of water, but the statistical traveler may want to know something more definite about its dimensions. The lake is thirty miles long, six miles wide, and is fed by the American Fork, Spanish Fork, and Provo Rivers, and Salt, Peteetweet, and Hobble Creeks. Its outlet is the Jordan River which, flowing northward, empties into Great Salt Lake. There are plenty of fish in Utah Lake, chiefly trout and mullet.

American Fork. On the western extremity of Utah Lake, is American Fork, a thriving town beautifully situated and embowered in trees. Agricultural and pastoral industries are tributary to its prosperity. (Population, 3,000. Distance from Denver, 709 miles. Elevation, 4,563 feet.)

THE BALANCED ROCK.

Lehi. Four miles from American Fork is Lehi, another thriving town also on Utah Lake. Fruit and shade trees abound and make the town a place of sylvan beauty. The same industries thrive here as in the sister town mentioned above. Situated at Lehi is the main establishment of the Utah Sugar Co.'s beet sugar plant. Here the beet is reduced in vast quantities to commercial sugar of excellent quality. At several other points in the Utah Valley the Sugar Company have crushing plants, where the syrup is extracted from the beets and pumped in long

pipe lines to the works at Lehi for final refining. Much could be written on the beet sugar industry, but suffice here to say, that this new source of wealth bids fair to place Utah at the head of her sister states in the production of sugar, and of wealth consequent thereon. The plants mentioned herein are of most recent and modern construction and capable of handling an enormous amount of beets daily. (Population, 3,000. Distance from Denver, 713 miles. Elevation, 4,544 feet.)

Bingham Junction. This station is at the junction of the Bingham and Alta branches of the road, and therefore is quite a bustling place in the way of railroad business, though it has but a nominal population. (Distance from Denver, 730 miles. Elevation, 4,365 feet.)

Bingham Branch. This branch extends southwest to Bingham, a distance of fourteen miles. The intervening stations are Revere, Lead Mine, and Terra Cotta.

Bingham. The town may almost be classed as a suburb of Salt Lake City, as it is less than an hour's ride from the capital of Utah Territory. The main industry of the surrounding population is mining. (Population, 2,000.) Distance from Denver, 744 miles. Elevation, 5,862 feet.)

Garfield Branch, extending from Garfield Junction, on the Bingham Branch, to the recently constructed smelter at Garfield, a distance of 17 miles.

Little Cottonwood Branch. This branch extends to the northward from Bingham Junction to Wasatch, a distance of ten miles. The intermediate stations are Sandy and Davenport. The line passes through the Little Cottonwood Cañon *en route*.

Alta. This is a mining town known all round the world. The place is not only entertaining in itself, but in its neighborhood are a large number of easily accessible gorges, lakes, and hilltops full of artistic material and of trout fishing; or, if the tourist goes late in the season, of good shooting and ample opportunity for dangerous adventures in mountaineering. The Little Cottonwood cañon is one of those great crevices between the peaks of the Wasatch Range, plainly visible from Salt Lake City, and distinguished by its white walls, which, when wet with the morning dews, gleam like monstrous mirrors as the sunlight reaches them from over the top of the range. Alta is reached by a narrow gauge tram from Wasatch a distance of about eight miles.

The River Jordan. After the valley of Utah Lake has been left behind, *en route* to Salt Lake City, on the left of the track is seen a small river of yellow water meandering through the sage brush and volcanic scoria. The river is the Jordan, so called because it connects the Utah with the Great Salt Lake, as its namesake does Galilee and the Dead Sea.

SALT LAKE CITY.

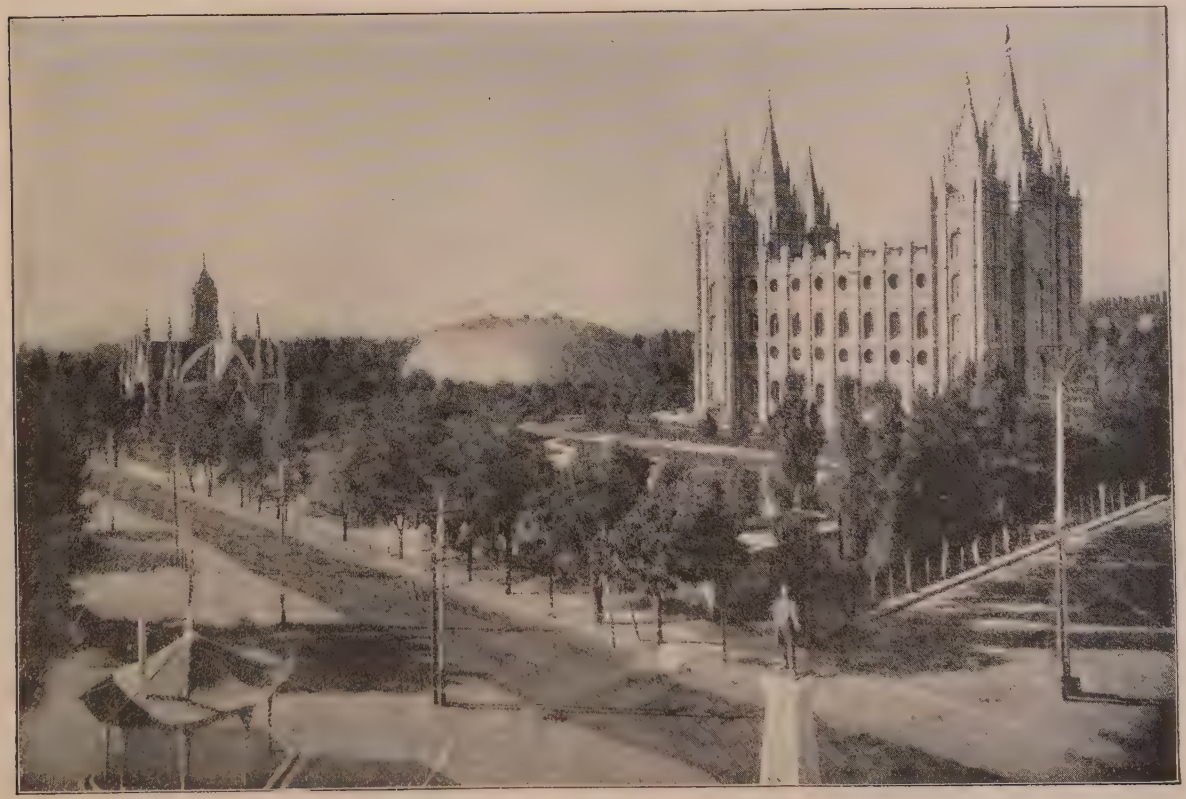
Capital of the State of Utah.

Population, 70,000.

Elevation, 4,225 feet.

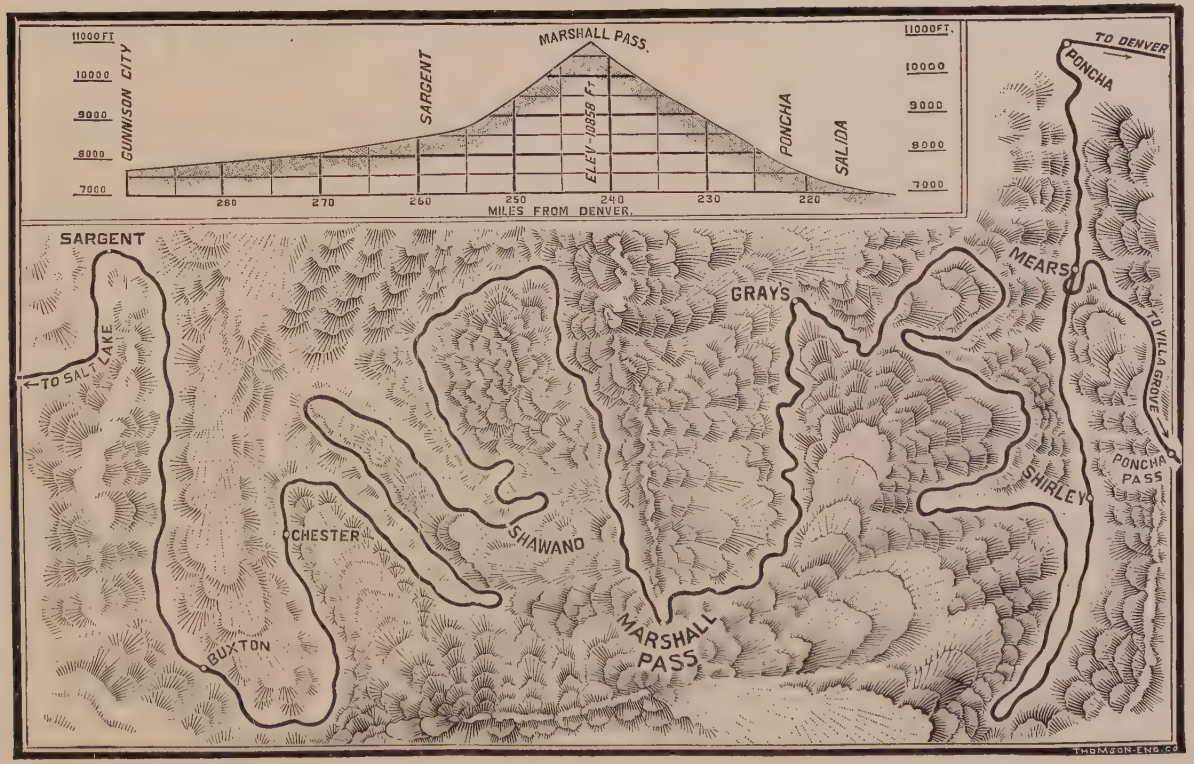
Distance from Denver, 741 miles.

In July, 1847, Brigham Young stood on Ensign Peak, the "Mount of Prophecy," and announced to his followers that down in the valley below should be founded the new "City of Zion," the future home of the Latter Day Saints. Up to 1871 the original settlers virtually lived apart from the rest of the world. This was owing to the religious views of the Mormons, which made them a peculiar and isolated people. To mining is due the first incursion of Gentile population, which population has steadily increased, until at present the community of Salt Lake



THE TEMPLE SQUARE - SALT LAKE CITY.

City differs but little from any other in its social, business, or religious aspect, except that it possesses, in addition to the accepted religious associations which exist elsewhere, one which differs from all others. The city is situated at the base of the Wasatch Mountains, which are a part of the great Continental Range dividing the Far West from the plains which extend from the base of the Rockies to the Missouri River. The finest residence portion of the city occupies the mountain bench, once the shore of a great inland sea, known to geologists and scientists as "Lake Bonneville," from which, ages ago, the waters receded until they settled in the basin of the Great Salt Lake, distant eighteen miles from the water marks yet plainly to be seen above the city. The location is such as to command a view of the entire valley, both ranges of mountains, and the southern portion of the lake. The streets are one hundred and thirty-two feet wide and bordered on each side with long rows of shade trees. Streams of pure water are conducted in ditches along both sides of all the streets. The business sections are well built, and the business streets are paved. One of the largest business enterprises of the city is the Co-operative Establishment. For convenience it is universally called the "Co-op."; its title in full is the "Zion's Co-operative Mercantile Institution." It has a central building for headquarters and branches throughout the city and State. Whenever one sees a building with the mystic initials "Z. C. M. I." on its sign, one may know it is a branch of the great "Co-op." The headquarters of this institution are of brick, three hundred and eighteen by fifty-three feet in size, three stories high, and built over a large cellar. This building is crowded with merchandise of every description, and does an extensive wholesale and retail business. The Western Pacific R. R., now in course of construction from Salt Lake City to San Francisco, will largely increase the commercial importance of Salt Lake City. "Temple Square" is a great attraction for the tourist. Here are situated the Mormon Temple, Tabernacle, and Assembly Hall. The Tabernacle is immense in its proportions, the roof resembling an upturned boat, and is visible from nearly every part of the city. The Temple is, with the single exception of St. Patrick's Cathedral in New York, the grandest and costliest ecclesiastical structure in this country. It was begun in 1853, completed in 1893, and cost nearly $6,000,000. It is two hundred feet long, a hundred feet wide, and a hundred feet high, with four towers, one at each corner, two hundred and twenty feet in height. The walls are ten feet thick, and the massiveness and solidity of its construction insure its defiance of the ravages of time for ages to come. It is built wholly of snow-white granite from the Cottonwood Cañon; and, standing on one of the loftiest points in the city, can be seen for fifty miles up and down the valley. Near by are the Bee Hive and Lion Houses, once the homes of Brigham Young and his many wives. The **Hot Springs** and the **Warm Springs** of Salt Lake are highly medicinal, and the large baths at both places are resorted to for many ailments. Within a short radius of the city the attractions are varied and numerous. Fort Douglas, the Lake, Emigration City, Bingham, Little and Big Cottonwood Cañons, the Hot Pots at Heber are easily reached. From Ensign Peak a panoramic view of the surrounding country is had. One may look from it down the greater part of Utah's length, while near at hand lie the city and lake. The Fort is also a popular resort, and not only commands an extensive view, but affords excellent opportunities of studying garrison life. The rides, drives, and rambles are innumerable. Every taste is catered to. For those who love grandeur, there are the mountains, with their narrow trails, secluded parks, wild cañons and deep gorges; for those preferring gentler aspects, the valley,



ALIGNMENT OF THE DENVER & RIO GRANDE RAILROAD OVER MARSHALL PASS.

glowing with freshness, affords continual pleasure; for those craving the mysterious, there is the lake, large, silent, and strange. The hotels are excellent, the climate unexcelled, and days may be passed delightfully in exploring and in studying the wealth of attractions. There are theaters, reading rooms, good horses, excellent electric railways reaching to all parts of the city and suburbs, perfect order and universal cleanliness. Many of the private houses are palatial, and altogether the city is one of rare beauty and interest.

As far as can be learned, the first mention in history of the Great Salt Lake was by the Baron La Houtan, in 1689, who gathered from the Western Indians some vague notions of its existence. Captain Bonneville sent a party from Green River in 1833 to make its circuit, but they seem to have given up the enterprise on reaching the desert on the northwest, on which they lost their way, and after weeks of aimless wandering found themselves in Lower California. To General John C. Frémont must be given the credit of first navigating its waters. In 1842, on his way to Oregon, General Frémont pushed out from the mouth of Webber River, in a rubber boat, for the nearest island. He found it to be a desolate rock, fourteen miles in circumference and named it Disappointment Island. Captain Stansbury, on a subsequent visit, re-named it Frémont's Island, which name is retained. In 1850 Captain Stansbury spent three months in making a detailed survey of the Lake, its shores and islands. In brief, he found the west shore a salt-encrusted desert; the north shore composed of wide salt marshes, overflowed under steady winds from the south; the east shore possessed good, irrigable lands; the south shore was set with mountain ranges standing endways towards the lake, with the grassy valleys, Spring, Toelle, and Jordan, intervening. The principal islands are Antelope and Stansbury, rocky ridges ranging north and south, rising abruptly from the water to a height of three thousand feet. Antelope is the nearest to Salt Lake City, and is sixteen miles long. Stansbury is twenty miles to the westward and is twelve miles in length. Both have springs of fresh water and good range for the stock, with which they are now covered. Of minor islands there are Frémont, Carrington, Gunnison, Dolphin, Mud, Egg, and Hat, besides several small insular promontories without names. The first white man's boat to navigate the lake was probably that of Frémont; Captain Stansbury came next with his exploring boat curiously named the "Salicornia"; next in order were the Walker brothers, merchants of Salt Lake City, who sailed for some years a lonesome pleasure yacht. The lake covers an area of 2,500 square miles. Its mean depth does not probably exceed twenty feet, while the deepest place between Antelope and Stansbury is sixty feet. From 1847 to 1856 the lake gradually filled five or six feet, and then slowly subsided to its old level. In 1863 it began to fill again, and in four or five years reached a point considerably higher than its present level, perhaps four or five feet. In the year 1875 a pillar was set up at Black Rock, by which to measure the rise and fall, resembling a tide, but having no ascertained time. It is very slight compared with what it formerly was. Professor Gilbert of the Geological Survey, says that twice within recent geological time it has risen nearly a thousand feet higher than its present stage, and, of course, covered vastly more ground. He calls that lake after Captain Bonneville, the original explorer of these regions, and whom Irving

Great Salt Lake.

Area, 2,500 square miles.

Mean Depth, 20 feet.

Specific Gravity, 1.107.

Length, 126 miles.

Breadth, 45 miles.

FRÉMONT PASS.

has immortalized, Lake Bonneville. Causes which learned men assign as producing what they call a glacial period might easily fill the lake until it extended nearly the whole length of Utah. During the last high stage, Professor Gilbert says there were active volcanoes in it. It is generally agreed that its first outbreak was via Marsh Creek, and the Portneuf into the Snake. At the present height of that channel (where the Oregon Short Line passes out of Cache Valley) it remained a long time stationary and then seems to have receded rapidly to a second stationary point, and so on down to its present stage. There is one very heavy beach-mark on all the hills surrounding its extended area and on the hills, which were then islands, and a curious thing is the fact that this beach-mark varies in altitude from one hundred to three hundred feet, showing that the earth in this valley is still far from having reached a stable equilibrium.

The most mysterious thing about this inland sea, aside from its saltness, is the fact that it has no known outlet. A great number of fresh water streams pour into the lake from all sides, yet the water remains salt and the lake does not overflow. The saline or solid matter held in solution by the water varies as the lake rises and subsides. In 1842 Frémont obtained "fourteen pints of very white salt" from five gallons of the water evaporated over a camp-fire. The salt was also very pure, assaying 97.80 fine. In 1850 Dr. L. D. Gale analyzed a sample of it which yielded twenty per cent of pure common salt, and about two per cent of foreign salts, chlorides of lime and magnesia. Sergeant Smart, U. S. A., analyzed a sample in 1877, and found an imperial gallon to contain nearly 24½ ounces of saline matter, amounting to fourteen per cent, as follows:

Common salt	11.735
Lime carbonate	.016
Lime sulphate	.073
Epsom salt	1.123
Chloride of magnesia	.843
Percentage of solids.	13.790
Water	86.210
	100.

One hundred grains of the dry solid matter contained:

Common salt	85.089
Lime carbonate	.117
Lime sulphate	.531
Epsom salt	8.145
Chloride of magnesia	6.118
	100.

It compares with other saline waters about as follows:

	Water.	Solid.
Atlantic Ocean.	96.5	3.5
Mediterranean	96.2	3.8
Dead Sea	76.	24.
Great Salt Lake.	86.2	13.8

And in specific gravity, distilled water being unity:

Ocean water	1.026
Dead Sea	1.116
Great Salt Lake	1.107

The solid matter in the water varies between spring and fall, between dry and wet seasons, and also between different parts of the lake, for nearly all the fresh water is received from the Wasatch on the east. It is the opinion of salt makers that an average of the lake at its present stage would show the presence of seventeen per cent of solid matter.

Salt Lake has become a fashionable bathing resort. In the long sunny days of June, July, August, and September the water becomes deliciously warm, much warmer in fact than the ocean, and this pleasant temperature is reached a month earlier and remains a month later. The water is so dense that one is sustained without effort, and vigorous constitutions experience no inconvenience from remain-

ing in it a long time. A more delightful and healthy exercise than buffeting its waves when it is a little rough can hardly be imagined. There is a magnificent bathing resort on the Lake, near Salt Lake City.

Saltair. The bathing resort is at Saltair, on the Great Salt Lake, about eighteen miles from the city. During the season bathing trains are run almost hourly from Salt Lake City to Saltair. These trains enable all overland passengers stopping off at Salt Lake City to have a bath in the great dead sea. Here is located the finest bathing pavillion on the continent; each of the elegant bath-rooms is fitted with shower-bath, stationary water-bowls, mirrors, chairs, incandescent electric lights, etc., making Saltair one of the most attractive watering places on the continent. There is a first-class restaurant; careful male and female attendants and a silver-cornet band furnishes music day and evening, and one of the finest and largest dancing pavillions in the world. Professor John Muir, the celebrated scientist and litterateur, speaks as follows concerning a bath in the Great Salt Lake:

"Since the completion of the trans-continental railways this magnificent lake in the heart of the continent has become as accessible as any watering place on either coast, and I am sure that thousands of travelers, sick and well, would throng to its shores every summer were its merits but half known." Saltair is only a few minutes' ride from the city and has good hotel accommodations, and then besides the bracing waters, the climate is delightful. The mountains rise into a cool sky, furrowed with cañons almost Yosemitic in grandeur and filled with a glorious profusion of flowers and trees. Lovers of science, lovers of wilderness, lovers of pure rest, will find here more than they ever may hope for.

Park City Branch. The Park City line of the Rio Grande system traverses the beautiful Parley's Cañon. Nearly the whole distance from Salt Lake

OURAY.

City to Park City is a succession of camping-out and shade places and resorts with the railroad and the mountain stream in close company. At Pharaoh's Glen, the

Old Arm-Chair, Mountain Dell, and Felt's Resort, there are cool, cozy nooks, Alpine walks and climbs, groves of quaking asp, birch, maple, and pine, rugged crags, and mossy brooks that dance down over a hundred tiny waterfalls. This is an ideal outing cañon, with hunting and fishing in the vicinity. Cabins, cottages, and tents for rent; guides and saddle-horses for hire. Visitors from Salt Lake City, picnic parties, etc., may leave the train at the various resort points at which it stops and select their own camping-place in the cañon.

Park City. At the head of the cañon lies Park City, one of the greatest gold, silver, and lead mining camps in Utah—an extremely interesting point to visit. (Population, 4,000. Elevation, 6,970 feet. Distance from Denver, 771 miles.) At Park City stage can be taken over the hills to Heber Hot Pots and Provo cañon, returning to Salt Lake City by way of the valley of the Jordan. Or stage may be had for Brighton's, ten miles distant, a summer resort 9,000 feet above sea level. Brighton's is an entrancing spot surrounded by Silver Lake, Lake Mary, and Lake Blanche, in the very heart of the Wasatch Mountains. It has the combined attractions of mountain, lake, and stream, and is the favorite resort for Salt Lake's bon ton. Good hotel and cottages. *En route* through the Cañon are passed Roper, Pharaoh's Glen, Old Arm-Chair, Altus, and Gogorza.

Salt Lake to Ogden. From Salt Lake to Ogden the Denver & Rio Grande system traverses a narrow plain. On the west lies the Great Salt Lake, while to the north and east rise the serrated peaks of the Wasatch Mountains. This region is under a high state of cultivation. Farms reach their golden or green fields over its length and breadth, and little streams run in bright threads out of the mountain cañons down across the meadows. The lake is in full view of the traveler most of the way, and is a never-ending source of interest. The train speeds on, and entering an amphitheater, set around with mountains, reaches Ogden, the western terminus of the Denver & Rio Grande and Union Pacific Railroads, and the eastern end of the Southern Pacific—as well as the southern outlet of the Oregon Short Line. (Population, 25,000. Distance from Denver, 778 miles. Elevation, 4,293 feet.)

QUEEN'S CAÑON

GRAND CAÑON, FROM TO-RO-WASP.

SALIDA TO GRAND JUNCTION

VIA MARSHALL PASS.

AT Salida the tourist holding tickets over the line of railroad with which this book treats, may have the choice of two routes to Grand Junction. Either the standard gauge line via Leadville and Glenwood Springs, as described in the foregoing pages, or the narrow gauge line via Marshall Pass, Gunnison, and Montrose. At Grand Junction these two lines unite and continue on to Salt Lake City and Ogden. The points of interest *en route* are as follows:

Poncha. This little town, five miles west of Salida, is the station for Poncha Hot Springs and the junction of the Monarch Branch with the main line. It is really a suburb of Salida, and is connected with that town by a beautiful boulevard, which is one of the pleasantest of drives.

Monarch Branch. From Poncha this branch runs in a rich mining country, its terminus is Monarch, a prosperous mining town, 235 miles from Denver and 15 miles from Poncha. The intermediate stations on the line are Maysville and Garfield. Mining is the chief industry.

Poncha Springs.

Hot Springs, Watering Place, and Health Resort.

Distance from Denver, 220 miles.

Elevation, 7,480 feet.

As a resort for invalids, Poncha Hot Springs offers superior inducements, especially to those suffering from chronic troubles. The sick get well here in less time and with less medicine than in any other sanitarium outside of Colorado. The return to health here is made radically permanent. A great variety of diseases are cured by the peculiar earth-heated and earth-medicated waters and an intelligent system of baths. The effect on the sick is wonderfully beneficial, correllating a specific energy with the climate and pure atmosphere, and the very feeble are enabled to tolerate much hotter baths than in damper or lower altitudes, and secure correspondingly greater results. The analysis of the Poncha Hot Springs corresponds almost exactly with the waters of the Hot Springs in Arkansas. The temperature of the various Arkansas Hot Springs varies from 90° to 175°, that of the Poncha Springs varies from 90° to 185° Fahrenheit. The water is as clear as crystal and perfectly odorless and tasteless. It quenches thirst whether cold or hot, and does not disturb the stomach in any manner. There are *one hundred* of these Hot Springs, all flowing from a great field of *tufa*, the natural precipitation of ages, loss of temperature from contact with the atmosphere and chemically the same as the *tufa* of the Arkansas Hot Springs. The springs have a capacity large enough to bathe 40,000 persons daily. The following is an analysis of the Poncha Hot Springs:

Black Rock

Silicic Acid	32.73	Organic Matter	6.24
Sesqui-oxide of Iron	1.27	Water	1.72
Alumina	5.20	Sulphuric Acid	4.46
Lime	20.00	Potash	2.08
Magnesia	.74	Soda	1.00
Chlorine	.06	Iodine	1.50
Carbonic-Acid Gas	22.50	Bromine	1.50

The waters are said to be a sure cure for rheumatism and all blood and skin diseases, and catarrhal affections.

Poncha Pass. After leaving Poncha Station the railroad begins to climb the mountains, and makes its entry into Marshall Pass by way of Poncha Pass. As the train makes a long curve around the side of a great hill, about two miles above the town of Poncha, the tourist can see the Hot Springs on the side of the opposite hill to the left, a deep gorge intervening, at the bottom of which flows a clear mountain stream. The scenery here is wild and beautiful, and the interest increases with each mile of the ascent.

Mears Junction. This little station, 226 miles from Denver, in the heart of the hills, is the junction of the San Luis Valley branch with the main line, and from this point the real ascent of Marshall Pass begins.

San Luis Valley Branch. This branch of the Denver & Rio Grande extends from Mears Junction to Alamosa where it connects with the line coming over Veta Pass, to Silverton, and to Creede, as described elsewhere in this volume *En route* the first station of importance is

Villa Grove. This town is situated at the northern extremity of the great San Luis Valley, and is surrounded by a rich agricultural country. There are many good mines of gold, silver, and coal in the near vicinity. Eight miles from Villa Grove, on the Orient Branch, is located the famous Orient Iron mine, from which is annually produced about 100,000 tons of a fine quality of iron ore. This ore is smelted and formed into all kinds of commercial iron and steel at the works of the Colorado Fuel & Iron Company located at Minnequa, near Pueblo. (Population, 500. Distance from Denver, 245 miles. Elevation, 7,972 feet.)

Valley View Hot Springs. Five miles beyond Villa Grove is situated a group of hot springs of great medicinal value. There are so many of these springs in Colorado that all of them have never been fully developed, and this particular group of springs has not been given the attention they really deserve.

For a distance of fifty-two miles this branch extends through the grand San Luis valley in an absolutely straight line with a gradual descent towards the south. Moffat, Hooper, and Mosca are the principal stations *en route* and are all towns of considerable importance as entrepôts for this wonderful agricultural valley. There are a number of small lakes in the valley, insuring water in abundant quantities for irrigating purposes and constituting a home for myriads of wild fowl. Hunters from Denver, Pueblo, Leadville, Salida, and Alamosa, and in fact from all parts of the state, visit this valley each season. From Moffat station a branch line extends to the rich mines at Crestone, a distance of seventeen miles from Moffat and 279 miles from Denver. Crestone is rapidly becoming one of Colorado's prominent mining towns. (Population, 300. Elevation, 788 feet.) Alamosa, the end of this division, will be found fully described in another part of this book.

Resuming the journey to the westward, after leaving Mears Station on the main line the road advances by means of a series of curves absolutely bewildering, following the convolutions of the gulches. As the altitude grows greater, the view

MARSHALL PASS.

becomes less obstructed by mountain sides, and the eye roams over miles of cone-shaped summits. The timberless tops of towering ranges show him that he is among the heights and in a region familiar with the clouds. Then he beholds, stretching away to the left, the most perfect of all the Sierras. The sunlight falls with a white, transfiguring radiance upon the snow-crowned spires of the Sangre de Cristo Range. Their sharp and dazzling pyramids, which near at hand are clearly defined, extend to the southward until cloud, and sky and snowy peak commingle and form a vague and bewildering vision. To the right, towers the fire-scarred front of old Ouray, gloomy and grand, solitary and forbidding. Ouray holds the pass, standing sentinel at the rocky gateway to the fertile Gunnison. Slowly the steeps are conquered until at last the train halts at the station, upon the Summit of Marshall Pass. The awful silence of the storm-tossed granite ocean lies beneath.

Marshall Pass.

Railroading Among the Clouds.

A Marvel of Engineering Skill.

Elevation, 10,856 feet.

CRESTED BUTTE MOUNTAIN AND LAKE.

The traveler looks down upon four lines of road, terrace beyond terrace, the last so far below as to be quite indistinct to view. These are only loops of the almost spiral pathway of descent. Wonder at the triumphs of engineering skill is strangely mingled with the feelings of awe and admiration at the stupendous grandeur of the scene.

Marshall Pass Station is directly on the summit of the pass, and the track is inclosed by a large snow shed. Fine views can be obtained, however, from the loop holes, from either end of the shed or from the observatory, erected

MOUNT OURAY, EASTERN SLOPE OF MARSHALL PASS.

above the station. The elevation is 10,850 feet above the sea. The descent begins, and the road winds around projecting headlands, on the verge of vast precipices, threads dark recesses where patches of light fall through leafy canopies upon the green slopes, follows the windings of the Tomichi, and later courses through cultivated meadows dotted with hay-stacks and small ranch houses. As the train rolls swiftly on, a backward glance gives the traveler a comprehensive idea of the vast heights overcome in the passage. The stations between Marshall Pass and Gunnison are as follows: Shawano, Chester, Buxton, Sargent, Elko, Crookton, Doyle, Bonita, Parlin, and Mounds. These stations are all small, but situated in the midst of beautiful scenery.

The Waunita Hot Springs are situated ten miles from Doyle. The waters have long been famous for their great medicinal qualities, and they have been frequented by those suffering from ill health with the most surprising and gratifying results. First-class hotel and bathing accommodations have been provided for guests. A daily stage-line is operated from Doyle connecting with all trains. The scenery surrounding the Springs is unsurpassed, and no pleasanter place can be found by the searcher after health or pleasure.

Camp Bowerman. Four miles beyond Waunita is located the most recently discovered gold camp of Colorado. Gold was discovered here in July, 1903, in very rich veins and what a few months ago was a barren and uninhabited region, is now a lively and prosperous mining camp.

Tomichi Meadows. Beyond Parlin the line crosses a wide expanse of natural meadowland, through which meanders the beautiful Tomichi Creek.

GUNNISON.

Population, 2,500.

Distance from Denver, 288 miles.

Elevation, 7,683 feet.

Eating Station.

Gunnison is the county-seat of Gunnison County, and is situated on the Gunnison River. From its central position in the great Gunnison Valley, it must of necessity always be the distributing point; and therefore its growth is assured as being coincident with that of the country in which it is situated. From Gunnison extends a branch of the Denver & Rio Grande Railroad up to Crested Butte and Floresta, situated in the heart of a rich gold and silver mining country, and being the center of the wonderful anthracite coal measures of the state. The town is beautifully situated and is in such close proximity to some of the most attractive scenery in the Rocky Mountains, that it has become a favorite objective point with tourists. The Gunnison River and its many confluent trout brooks offer fine sport for the fisherman, and the hills abound in game. The La Veta Hotel, the eating station for passengers, is one of the most magnificent in Colorado, having been erected at an expense of $225,000. It is elegantly furnished, and offers first-class accommodations for the tourists who may wish to spend a few days or weeks here, hunting and fishing.

Crested Butte Branch. From Gunnison the Crested Butte branch of the road extends to the northwest to Crested Butte, a distance of twenty-eight miles. The line extends up the Gunnison River, which swarms with trout and is an extremely picturesque stream. The Elk Mountains are in plain view, and add grandeur to the scene. The intervening stations are Almont, at which place is a recently erected "Sportsman's Lodge," Jack's Cabin, and Glaciers.

Crested Butte. This pretty village is situated most delightfully among the mountains, one castellated peak directly opposite the town conferring the name

EAGLE RIVER CAÑON.

it bears. This is the center of the most remarkable coal region yet discovered in Colorado, and abounding also in rich mines of gold and silver. At Crested Butte, just back of the village, is found abundant measures of exceedingly bituminous coal, which is mined largely and made into coke. A few miles north of the town at Floresta anthracite coal, equal in every respect to the best found in Pennsylvania, is taken from the top of a mountain, and shipped all over Colorado and Utah. The fishing and hunting in the mountain streams, and over the wooded hills, furnish abundant sport for the residents and tourists, and the rides and drives afford an almost infinite variety. (Population, 1,200. Distance from Denver, 316 miles. Elevation, 8,878 feet.)

Floresta. Eleven miles beyond Crested Butte. The present terminus of this branch, and the shipping point for the anthracite coal mined in the vicinity.

Sapinero stands at the eastern entrance to the Black Cañon, and is beautifully situated on the banks of the Gunnison River. The town was named after a sub-chief among the Utes, who was regarded by the whites as a man of unusual intellectual and executive ability. In addition to commanding the entrance to the cañon, Sapinero is the junctional point for the Lake City extension of the line. (Population, 100. Distance from Denver, 314 miles. Elevation, 7,255.)

Lake City Branch. This extension is thirty-six miles in length, and has its terminus at Lake City. The line turns to the left about a mile west of Sapinero, and passes through remarkable Lake Fork cañon *en route*.

Lake Fork Canon. This cañon is a most attractive bit of scenery. It is noted for its narrowness, and the height and grandeur of its walls. For thirteen miles the railroad winds through this tortuous chasm, the walls rising on each hand to a height varying from eight hundred to thirteen hundred feet. The river claims the right of way but the railroad also asserts its rights, and by the exercise of engineering skill has forced a passage. In many places the solid wall of granite has been blasted away, and from the fallen blocks a solid embankment constructed, upon which the rails have been laid. The Lake Fork is a rapid and tumultuous stream, abounding in rapids and presenting a most interesting, varied, and exhilarating panorama to the eye. Emerging from the cañon and gaining a greater altitude, the view is one of magnificent extent and grandeur. Northward the peaks of the Elk Range form a long line of well-separated summits. Northeastward, the vista between nearer hills is filled with the clustered heights of the Continental Divide in the neighborhood of the Mount of the Holy Cross. Just below them confused elevations show where Marshall Pass carries its lofty avenue, and to the southward of that stretches the splendid, snow-trimmed array of the Sangre de Cristo.

LAKE CITY.
Picturesque Mining Town.
Population, 1,000.
Distance from Denver, 350 miles.
Elevation, 8,686 feet.

The enterprising and thriving mining town of Lake City stands in a little park at the junction of the Lake Fork of the Gunnison River with Hensen Creek, both typical mountain streams. A substantial and pretty town has been established. Mines of marvelous value surround the town, and give life and energy to all the commercial and speculative projects of the people. The development of her mining resources has been carried on steadily, and the shipments of precious ores has reached a very heavy tonnage. It will not be long before Lake City's mines will become as famous as those of her fortunate sisters in the wide circle of the San Juan silver region. The romantic surroundings of this pretty town—the lovely lake, San

GATE OF LADORE.

Cristoval, from which it takes its characteristic name, the grand mountains and the grassy parks—have made it a favorite for the lovers of nature in the past, and will still attract them in the future. This is a paradise for a sportsman. Over these rolling uplands, among the aspen groves, upon the foothills and along the willow-bordered creek deer now throng, and even an occasional elk and antelope are to be seen. In the rocky fastnesses the bear and panther find refuge, and every little park is enlivened by the flitting forms of timid hares and the whirring escape of the grouse disturbed by our passing.

BLACK CANON
OF THE
GUNNISON.

Height of Walls, 2,500 feet.

Length of Canon, 14 miles.

Beyond Gunnison, the railway traverses the valley of the same name, following the river closely and encountering nothing but meadows and low, grayish cliffs. The Gunnison River abounds in trout, and is a great resort for the disciples of Isaac Walton. Soon, however, the channel, which the stream has worn, becomes narrower. The cliffs grow higher and steeper, the vegetation is less abundant, and suddenly the sunlight is cut off by broken summits, and directly after leaving Sapinero, the Black Cañon holds us fast in its embrace. This gorge is grander, deeper, darker, and yet more beautiful than the one we have so lately penetrated. It is twice as long, has more verdure, and, although the walls are dark hued enough to give the place its name, still they are of red sandstone in many places, and from their crevices and on their tops, shrubs, cedars, and piñons grow in rich abundance. The river has a deep, seagreen color, and is followed to Cimarron Creek, up which the road continues, still through rocky depths, to open country beyond. The Black Cañon never tires, never becomes commonplace.

Chipeta Falls starts from a dizzy height, is dashed into fragments by lower terraces, and, tossed by the winds, reaches the river in fine white spray; there another cataract leaps clear of the walls, and thunders unbroken upon the ground beside us. In the cliffs are smaller streams which trickle down and are lost in the river below. At times the cañon narrows, and is full of sharp curves, but again has long wide stretches, which enable one to study the steep crags that lower heavenward two or three thousand feet.

Curecanti Needle, the most abrupt and isolated of these pinnacles has all the grace and symmetry of a Cleopatra obelisk. It is red-hued from point to base, and stands like a grim sentinel, rising to an elevation of 1,500 feet above the track, watchful of the cañon's solitudes. At the junction of the Gunnison and the Cimarron a bridge spans the gorge, from which the beauties of the cañon are seen at their best. Somber shades prevail; the stream fills the space with its heavy roar, and the sunlight falls upon the topmost pines, but never reaches down the dark red walls. Huge boulders lie scattered about; fitful winds sweep down the deep clefts; Nature has created everything on a grand scale; detail is supplanted by magnificence, and the place is one appealing to our deepest feelings. It greets us as a thing of beauty, and will remain in our memory a joy forever. Long ago the Indians of this region built their council fires here. By secret paths, always guarded, they gained these fastnesses, and held their grave and somber meetings. The firelight danced across their swarthy faces to the cliffs encircling them. The red glow lit up with Rembrandt tints the massive walls, the surging streams and clinging vines. They may not have known the place had beauties, but they realized

APPROACH TO THE BLACK CAÑON.

its isolation, and fearing nothing in their safe retreat, spoke boldly of their plans.

Cimarron. Is a most attractive little station, nestled among the gulches on the banks of the sparkling Cimarron Creek. Sportsmen make headquarters at Cimarron, for the hills are full of game and the streams abound in trout. (Population, 200. Distance from Denver, 329 miles. Elevation, 6,906 feet.)

Cimarron Canon. Where Cimarron Creek empties into the Gunnison through a short cañon the road leaves Black Cañon which continues on with the larger stream, heightening in awfulness. Down there the fall of the river increases

ASCENDING PIKE'S PEAK.

so rapidly that to follow it to the end, the railroad would emerge a thousand feet below the valley which it seeks, if a practicable grade should be kept, so the engineers have turned the road out to the valley through Cimarron Cañon, and in four or five miles a verdureless expanse is reached, and for a short time the road traverses a region which is picturesque in its poverty and desolation; and in the summer the distant and sun-heated buttes, with the arid plains between, remind the traveler of the Wastes of Arabia Petra.

MONTROSE.

Population, 2,000.

Distance from Denver, 351 miles.

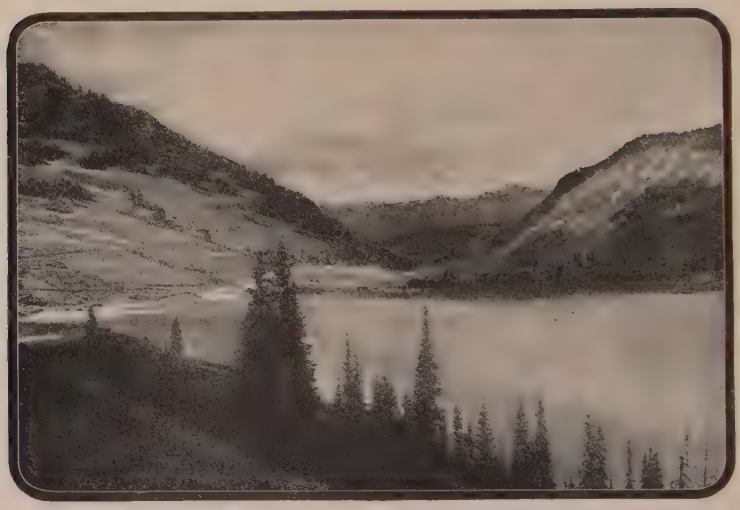
Elevation, 5,811 feet.

Cerro Summit is reached directly after emerging from Cimarron Cañon. From here the Uncompahgre Valley, its river, and the distant, picturesque peaks of the San Juan are within full sight of the traveler. Descending to the valley and following the river past Montrose, the Gunnison is again encountered at Delta.

The town of Montrose can take just pride in the grandeur of its mountain view. Situated in the Uncompahgre Valley, Montrose is almost surrounded by mountains. The San Juan Mountains tower into the heavens to the south, captained by Mounts

CURRECANTI NEEDLE.

Sneffles and Uncompahgre, both over fourteen thousand feet high. Along the western horizon trend the Uncompahgre Peaks to where the Dolores joins the Grand River, a distance of over one hundred and fifty miles. The Uncompahgre Valley is fertile, and along the branch of the Denver & Rio Grande Railroad, from Montrose to Ouray and Delta, is under high state of cultivation. The cereals, fruit, and vegetables, together with forage plants, flourish here in the greatest luxuriance. Here was the Indian reservation, and here lived Ouray, the friend of the white man. It is only a few years since the good chief died, and his farm and buildings are still pointed out to the traveler, on the line to the town of Ouray, about two miles south of Montrose.



TROUT LAKE.

The land in the valley surrounding Montrose is gradually being brought under cultivation. Irrigating canals have been constructed, and the rich soil responds generously to the demands of the farmer. The United States government has undertaken the construction of a tunnel, five miles in length, through the mountains to tap the Gunnison River, and thereby provide a never failing supply of water for irrigating this wonderful valley. Mining and pastoral industries, particularly the raising of fruits, also contribute greatly to the success of Montrose. There can be found excellent hunting and fishing in the vicinity.

From Montrose to Grand Junction, and the North Fork Branch, the line of the Denver & Rio Grande, a total of 115 miles, was changed from narrow to standard gauge in the summer of 1906. A change of cars is therefore necessary at Montrose.

Delta is twenty-one miles from Montrose, and is the county-seat of Delta County. It is situated in the delta formed by the junction of the Uncompahgre and the Gunnison rivers. The town is situated in the heart of the most prolific fruit-raising region of the state. There are located here several fruit canneries, and the industry is making this valley and town among the richest and most noted in the state. Delta is the junction point with the North Fork Branch to Hotchkiss

CAÑON OF THE GRAND.

and Paonia It is destined to become in time, a considerable business center. (Population, 1,200. Distance from Denver, 373 miles. Elevation, 4,080 feet.)

North Fork Branch. In 1902 the Denver & Rio Grande constructed a branch line designated as above, extending in a northeasterly direction from Delta a distance of forty-four miles through the remarkably rich fruit and agricultural country adjacent to the North Fork of the Gunnison River and following this stream amid a profusion of magnificent scenery through the towns of Hotchkiss and Paonia.

Hotchkiss. The town of Hotchkiss, incorporated in 1902, has a thrifty population of about 500. Situated on the north fork of the Gunnison near the mouth of Leroux Creek and on the "North Fork Branch" of the Denver & Rio Grande, its location is such that it is the agricultural center of the eastern portion of the county. It supports two banks and half a dozen mercantile houses, all of which do a good business. The Fire Mountain Canal, with a capacity of 125 cubic feet of water, affording sufficient to reclaim 6,000 acres of land which is tributary to Hotchkiss, will greatly add to its importance. The town is regularly laid out and has a number of substantial brick structures. (Population, 500. Elevation, 5,300 feet. Distance from Denver, 398 miles.)

Paonia. Paonia is on the "North Fork Branch" of the Denver & Rio Grande, near the eastern line of Delta County. It is in the oldest fruit region of the Western Slope, and sustains a well-deserved reputation in that line. The town has fine churches and school houses, two banks, a system of water works, and well-kept streets and walks. (Population, 359. Elevation, 5,689 feet. Distance from Denver, 406 miles.)

Cedaredge, Cory, Crawford, and Eckert are hamlets adjacent to the "North Fork Branch" with from 50 to 100 population. Each is the center of a prosperous community.

Between Delta and Grand Junction there are a number of small stations which will not interest the traveler, but the scenery through which the railroad passes (while it is not especially startling) will interest him. After passing Delta the road crosses the Uncompahgre and follows the west bank of the Gunnison (the same river that was left at Cimarron, forty-four miles behind us). In about five miles we cross to the east bank of the Gunnison and roll along beneath cliffs which tower on our right above the train, leaving but little room between rocks and river. At Bridgeport the cars plunge into the Bridgeport Tunnel, 2,256 feet in length, one of the longest tunnels on the Denver & Rio Grande Railroad. Shortly an iron bridge, over a fine stream (the Grand River) is passed, and we find ourselves at the junction of the Gunnison with the Grand River; and of the two main lines of the Denver & Rio Grande Railroad with its western division, the Rio Grande Western Railway.

PUEBLO TO ALAMOSA.

FROM Pueblo to Cuchara Junction, a distance of 50 miles, the railroad extends to the southward across the plains which stretch in one vast unbroken expanse to the eastern horizon, while to the west lies the Greenhorn Range with its intervening foothills.

Spanish Peaks. To the south rise the famed Spanish Peaks, springing directly from the plains, remarkable for their symmetry of outline, and reaching an altitude respectively of 13,620 and 12,720 feet. The Indians, with a touch of instinctive poetry, named these beautiful mountains "Wahatoya," or twin breasts. As a matter of orthographical interest, the reader may be pleased to know that the Indian spelling of the word is as follows: "Huacjatollas!"

Trinidad Branch. From Cuchara Junction, one line of the road extends in a southern direction to Trinidad, the largest city in Southern Colorado, and the center of the famous coal measures of El Moro.

This branch of the road does not pass directly through grand scenery, as it extends to the southward across the plains, and to the east of the mountains; but the line is of great commercial importance, as by its connections at Trinidad it affords a direct through route to the Gulf of Mexico. Locally, also, it is of especial importance as El Moro and Trinidad are in the heart of one of the greatest coal and coke regions in the west, and the agricultural and pastoral industries of the plains are of large proportions. From Cuchara Junction the stations occur in the following order: Tuna, Rouse Junction, Santa Clara, Boaz, Apishapa, Barnes, Chicosa, and El Moro.

El Moro is worthy of special mention because of its extensive coal mines and coking ovens; the latter are 500 in number, and the greatest in the State. The town derives its name from the great butte (El Moro) which towers above it, presenting a very striking object to the view. (Population, 500. Distance from Denver, 206 miles. Elevation, 5,879 feet.)

TRINIDAD.

Commercial and Manufacturing City.

Population, 8,000.

Elevation, 5,994 feet.

Distance from Denver, 210 miles.

This is the metropolis of southeastern Colorado, and the terminus of this branch of the Denver & Rio Grande Railroad. Trinidad is the trade and money center for an immense territory, including portions of northern Texas, southern Colorado, and northern New Mexico. In natural resources, Trinidad is exceedingly rich, being the center of the largest coal belt in the world, and the supply depot for most of the coke used in the Great West. In addition to coal and coke in the immediate vicinity, iron exists in unlimited quantities. The supply of gypsum, granite, alum, fire-clay, silica, grit, or grindstone, limestone, and the finest of building stone is absolutely inexhaustible. Trinidad, from the natural deposit alone, must of necessity become a manufacturing center of vast

LA VETA PASS

importance, and has already taken advanced steps in this regard. The manufacture of cement, mineral paint, lime, and plaster of paris, are all important industries, while the production of building brick is very large in its proportions. Fire-brick and silica brick are an additional industry. In and around Trinidad no less than five thousand laborers are now employed, and this large and daily increasing number of men spend their money in Trinidad. The city has water works, gas works, electric light, street cars, and other metropolitan improvements. The schools and churches are very superior, while the business houses and residences are a credit to the city. Its elevation above the level of the sea insures a delightful climate, free from malaria and other poisons common to lower altitudes, while the scenic surroundings are unsurpassed, Raton Peak and the distant range adding their grandeur to the beauty of the scene. Trinidad is a railroad center, with three great trunk lines in operation; is the most important wool center in Colorado, being the original market for 3,000,000 pounds, and is also a great cattle center and, for that reason, the largest hide and pelt receiving point in the State. Resuming the journey to Alamosa, the tourist returns to

Cuchara Junction. A small town at the junction of the New Mexico and Trinidad extensions of the Denver & Rio Grande Railroad. The supporting industries are pastoral and agricultural pursuits. (Population, 200. Distance from Denver, 169 miles. Elevation, 5,942 feet.)

Walsenburg. A flourishing town doing a large business, both at home and abroad. It is surrounded by a fine pastoral country, and also derives revenue from agriculture. Coal is mined near here in large quantities. (Population, 1,000. Distance from Denver, 175 miles. Elevation, 6,187 feet.)

La Veta. A prosperous village surrounded by a pastoral country and in the midst of most beautiful scenery, being near the foothills of La Veta Mountain and the famous pass known by the same name. The Spanish Peaks are also in plain view to the east. (Population, 500. Distance from Denver, 190 miles. Elevation, 7,024 feet.)

LA VETA PASS.

Elevation, 9,242 feet.

Maximum Grade, 211 feet to the mile.

Distance Across Pass, 20 miles.

During the summer of 1899 the line from Cuchara Junction via Veta Pass to Alamosa was changed from narrow to standard gauge, and in seeking easier grades and curves the famous "Veta Pass" and "Muleshoe Curve" were abandoned and an entirely new route followed over the range. The new pass is called La Veta Pass, and the scenery if possible, is superior to that of the old route.

The road climbs in tortuous windings around the foot of gigantic hills covered with virgin forests of spruce and pine.

The view to the eastward is one of great extent and magnificence. The plains stretch onward to the dim horizon line like a gently undulating ocean, from which rises the twin cones of the Wahatoya, strangely fascinating in their symmetrical beauty.

Veta Mountain is to the right, as the ascent of the pass is made, and rises with smooth sides and splintered pinnacles to a height of 11,176 feet above the sea. The stupendous proportions of this mountain, the illimitable expanse of the plains present a picture upon which it is a never-ceasing delight for the eye to dwell.

The train rolls steadily forward on its winding course, at last reaching the apex, glides into the timber and halts at the summit, 9,242 feet above the level of

the distant sea. The downward journey is past Sierra Blanca and Old Fort Garland and through that pastoral and picturesque park known as San Luis Valley, and rejoins the old roadbed at Wagon Creek Junction and continues through the fertile valley to Alamosa.

The changing of the gauge of this piece of road has largely increased the business and shipments of the San Luis Valley, and enables the farmers and grain dealers to ship the wheat and other grains grown in the valley to the eastern markets in unbroken car-load lots.

The line has also been made standard gauge to Creede, the famous gold and silver camp at the terminus of the Creede branch; and to Antonito, twenty-eight miles south of Alamosa, the junction point of the main line and the Santa Fé branch.

BAKER'S PARK, SULTAN MOUNTAIN

Wagon Creek Junction. At Wagon Creek Junction, one can say that the descent of La Veta Pass has been accomplished, although it is still down grade as far as Alamosa. This station is situated on the eastern border of the San Luis Valley and at the western extremity of La Veta Pass. Good hunting and fishing can be found in the neighboring foothills. (Population, nominal. Distance from Denver, 217 miles. Elevation, 8,271 feet.)

Garland. This town was formerly known as Fort Garland, and was a United States miliatry post. Sierra Blanca, elevation 14,483 feet, the highest mountain in the United States with one exception, is seventeen miles distant. Good trout fishing and shooting can be found in the adjacent foothills. Garland's tributary industries are agriculture and stock raising. (Population, 200. Distance from Denver, 228 miles. Elevation, 7,936 feet.)

Sierra Blanca is the monarch of the Rocky Range, and is characterized by the peculiarity of a triple peak. The mountain rises directly from the plain

to the stupendous height of 14,483 feet, over two miles and three-fifths of sheer ascent. A magnificent view of this mountain is obtained from the cars as soon as the descent from La Veta Pass into the San Luis Valley has been made. Surely it is worth a journey across the continent to obtain a view of such a mountain! Although a part of the range, it stands at the head of the valley, like a monarch taking precedence of a lordly retinue. Two-thirds of its height is above timber-line, bare and desolate, and except for a month or two of mid-summer, dazzling white with snow, while in its abysmal gorges it holds eternal reservoirs of ice.

SIERRA BLANCA.
Highest Mountain of The Rocky Range.
Elevation, 14,483 feet.

"O, sacred mount with kingly crest
Through tideless ether reaching,
The earth world kneels to hear the prayer
Thy dusky slopes are teaching.
With mystic glow on sunset eyes
All trembling lie thy blood-red eaves,
Their silken veins with gold inwrought,
Oh, glorious is thy world-wide thought."

The lower slopes of the mountain are clad in vast forests of pine and hemlock, while its grand triad of gray granite peaks lift into the sky their sharp pyramidal pinnacles, splintered and furrowed by the storm-compelling and omnipotent hand of the Almighty. To the north and south, for a distance of nearly two hundred miles, it is flanked by the serrated crests of the Sangre de Cristo Range, the whole forming a panorama of unexampled grandeur and beauty.

San Luis Valley. This great and fertile valley is located in southern Colorado, bordering New Mexico, and is drained by the Rio Grande, one of the largest of Colorado's rivers, into which flows from the lofty mountain ranges surrounding the valley, almost numberless little mountain streams. This valley, which was once the bottom of a vast mountain lake, contains fully 10,000 square miles—equal to the entire area of Massachusetts. The soil is alluvial, from six to fifteen feet deep, and the surface is naturally well adapted for irrigation, which the rivers and streams in the valley are abundantly capable of providing. The park, or valley, as it is more frequently called, is from 7,000 to 7,300 feet above sea level. This elevation insures a light, pure atmosphere, free from all malarial conditions, and especially favorable for those disposed to pulmonary affections. The climate is cool in the summer, and not severe in the winter—scarcely ever more than an occasional snowfall of two or three inches in the valley. Too much in praise of the attractions and beauty of the climate of the San Luis Valley cannot be said. The grand chain of mountains, which entirely surround the park, present scenery unsurpassed in the world. Spring wheat will yield from thirty to fifty bushels to the acre, oats from fifty to seventy-five bushels, peas from thirty to forty bushels, potatoes from two hundred to three hundred bushels to the acre; beans, cabbage, all kinds of root crops, including the sugar beet, are unexcelled anywhere. Hops do well; tomatoes and melons are grown, but with some effort. Corn, in consequence of the elevation, except for garden purposes, does not pay. Alfalfa —the clover of the mountains—does well, yielding from four to six tons in two cuttings. Common red clover, timothy and red top do well. The native grasses by irrigation, yield two tons per acre. All kinds of small fruit do exceedingly well.

SIERRA BLANCA.

Apples and cherries do well, plums and pears may, but peaches cannot be grown as well as on the western slope. Surrounding the valley, embracing the foothills and lower mountain ranges, is a range covering millions of acres, where cattle, horses, and sheep can feed for more than nine months in the year. The grasses are more abundant and nutritious than upon the lower elevations. The stock so grazed upon these free ranges in the summer and fed upon the home farms in the valley in the winter, can be handled without hazard, and with certainty of profitable return to the farmer and large ranchmen.

ALAMOSA.

Junctional City.
Eating Station.
Population, 1,500.
Distance from Denver, Via La Veta Pass, 252 miles.
Via Salida, 300 miles.
Elevation, 7,546 feet.

This is one of the most considerable towns of the San Luis Valley. It is situated on the west bank of the Rio Grande river, and at the junction of the New Mexico, San Luis, and Creede branches of the Denver & Rio Grande Railroad. The resources of the San Luis Valley have been described above, and it goes without saying that these resources are naturally tributary to the welfare of Alamosa.

The town is well supplied with stores of all kinds, which carry large stocks of goods. Great quantities of lumber, hay, and grain, and farm produce generally, are shipped from this station, which also commands a large local trade. Within a short distance of the town a natural gas supply has been discovered, which only needs adequate development to make it an element of great prosperity to the city. There are, also, a large number of ever-flowing artesian wells near the city, which insure a never-failing source of pure water. The eating house at Alamosa, the Victoria Hotel, furnishes one of the best meals to be obtained anywhere, and has a wide-spread and well-deserved reputation. The scenery surrounding the town is grand, and the near proximity of the river makes it a favorite resort for sportsmen.

Creede Branch. From Alamosa a branch of the Denver & Rio Grande extends up the valley a distance of seventy miles to the great hot springs at Wagon Wheel Gap, and the famous gold and silver mining camp of Creede. The line passes through an exceedingly fertile agricultural country lying on both sides of the Rio Grande, and irrigated by the great canals taken out from the river. In the proper season of the year thousands of acres of wheat and oats, alfalfa, and other farm produce can be seen growing in the greatest luxuriance on both sides of the track.

Monte Vista. This flourishing town is an example of rapid growth and a proof of the self-sustaining character of the country. The surrounding country is full of coal, oil, and gas. Very rich mines are being developed (ore running from $1,000 to $2,000 per ton) in the mountains southwest of Monte Vista, which is located in the midst of 300,000 acres of the richest irrigable land with abundance of water to supply it. Monte Vista is a new, growing, enterprising prohibition town, and has a superior class of citizens. It is rapidly becoming an extra desirable residence locality. It has a first-class roller-process flouring mill, fifteen stores, two banks, a planing mill, three lumber yards, three weekly papers, three livery stables, large public library, an $8,000 school-house, a $75,000 hotel, seven church organizations, a secular Sunday society, secret societies, cornet band, etc. In the vicinity is one farm of 7,000 and another of 4,000 acres. The Colorado home for Disabled Volunteer Soldiers and Sailors is located here. Some two hundred veterans occupy the magnificent building and surrounding cottages, enjoying, in their

declining years, a well-earned respite from the turmoil of war. (Population, 1,200. Distance from Denver, 269 miles. Elevation, 7,665 feet.)

Del Norte. This is the oldest town in what is known as the San Juan country, and is the county-seat of Rio Grande County. The town is so situated as to be on the line between the agricultural and mining sections. To the north and east of the town are the rich and rapidly settling agricultural and pastoral lands of the San Luis Valley, to the south and west are the great mines of San Juan. Del Norte is beautifully situated in a basin at the foot of the mountains, sheltered from the blasts of winter and having the most delightful weather in summer. The Rio Grande flows through the edge of the Del Norte town site, and offers to manu-

CHIPETA FALLS.

facturing interests exceptionally fine water power. Del Norte has some excellent business and dwelling houses, fine public school buildings, two good church buildings—above the average—the Presbyterian College of the Southwest (a staunch educational institution), a fine flouring mill of the latest roller process, a large brewery using home-grown barley, two banks, court-house costing $30,000, the United States land office, where all business regarding lands in this district must be transacted, and countless other enterprises that cannot be mentioned here. On Lookout Mountain, 600 feet above the town, is mounted a large telescope, to be used in connection with the Presbyterian College of the Southwest. The view from the Lookout observatory is grand in the extreme. The streets of Del Norte are wide and the town is noted for its growth of trees—mostly cottonwoods. Water for irrigating purposes is supplied by means of a main canal from the Rio Grande, with laterals over the town site along the sides of streets. Del Norte is certainly a very attractive town. (Population, 1,200. Distance from Denver, 283 miles. Elevation, 7,880 feet.) From Del Norte the line follows the river amidst most attractive scenery. South Fork is a small station on the river, and is a favorite stopping place for anglers.

Wagon Wheel Gap Hot Springs.

Distance from Denver, 312 miles.

Elevation, 8,449 feet.

The hot springs at Wagon Wheel Gap, together with the magnificence of the scenery, make it one of the most attractive pleasure resorts in Colorado. As the Gap is approached the valley narrows until the river is hemmed in between massive walls of solid rock, that rise to such a height on either side as to throw the passage into a twilight shadow. The river rushes roaring down over gleaming gravel or precipitous ledges. Progressing, the scene becomes wilder and more romantic, until at last the waters of the Rio Grande pour through a cleft in the rocks just wide enough to allow the construction of a road at the river's edge. On the right, as one enters, tower cliffs to a tremendous height, suggestive in thier appearance of the palisades no the Hudson. On the left rises the round shoulder of a massive mountain. The vast wall is unbroken for more than half a mile, its crest presenting an almost unserrated sky line. Once through the gap the traveler, looking to the south, sees a valley encroached upon and surrounded by hills. Here is the old stage station, a primitive and picturesque structure of hewn logs and adobe, one story in height, facing the south, and made cool and inviting by wide-roofed verandas extending along its entire front. Not a hundred feet away rolls the Rio Grande swarming with trout. A drive of a mile along a winding road, each turn in which reveals new scenic beauties, brings the tourist to the famous springs. The medicinal qualities of the waters, both of the cold and hot springs, have been thoroughly tested and proved to be of a very superior quality. Lieutenant Wheeler, U. S. A., gives the following analysis of these springs: No. 1 has a temperature of about 150° Fahrenheit, is bubbling continually, and is about eight feet wide by twelve feet long; No. 2 is a small bubbling spring, cold, and about one foot in diameter, and gives out a strong odor of sulphuretted hydrogen; No. 3 is situated some distance from Nos. 1 and 2, at the foot of a hill, it bubbles continually and is of a temperature of 140° Fahrenheit. This spring is about three feet wide and the same in length; it is called the Soda Spring. In one thousand parts of the water of the springs of Wagon Wheel Gap are contained parts as follows:

UP THE RIO GRANDE.

WAGON WHEEL GAP.

	No 1.	No. 2.	No. 3.
Sodium Carbonate	69.42	Trace.	144.50
Lithium Carbonate	Trace.	Trace.	Trace.
Calcium Carbonate	14.08	31.00	22.42
Magnesium Carbonate	10.91	5.10	22.42
Potassium Sulphate	Trace.	Trace.	Trace.
Sodium Sulphate	23.73	10.50	13.76
Sodium Chloride	29.25	11.72	33.34
Silicic Acid	5.73	1.07	4.72
Organic Matter	Trace.	Trace.	
Sulphuretted Hydrogen	Trace.	12.00	
Total	152.12	71.39	218.77

There are two good hotels at Wagon Wheel Gap, one at the springs, another close to the station, giving ample accommodation for invalids and sportsmen. The Hot Springs Hotel, at the springs, has recently been rebuilt and refurnished, and is now in condition to furnish accommodations of the first class. The bathing facilities at the springs consist of a first-class stone bath-house, erected in 1902 at an expense of $25,000 and is complete and modern in every detail.

Antelope Springs. Twenty miles west of Wagon Wheel Gap, in Antelope Park, are situated Antelope Springs, in a region which is becoming a great resort for sportsmen and abounding in fish and game. The waters of the springs are medicinal and resemble the more widely known mineral waters of the Gap, in that they are both hot and cold, and differ among themselves in their mineral constituents. The scenery is wild and beautiful. For a hunting party, or as a place for a few day's outing in camp, no more pleasing spot can be found.

Trout Fishing in the Rio Grande. There is no stream on the eastern slope of the Rocky Mountains that affords finer trout fishing than the Rio Grande. Trout reaching the wonderful weight of nine pounds have been frequently taken, and those weighing from one to three pounds can be caught in great abundance. This is undoubtedly one of the best fishing resorts in America.

CREEDE.

Great Mining Camp.
Population, 2,000.
Distance from Denver, 321 miles.
Elevation, 8,852 feet.

Ten miles beyond Wagon Wheel Gap on Willow Creek, a tributary of the Rio Grande, is Creede, the famous mining camp. This camp was located but a few years ago, and is to-day one of the largest producing camps in the State, and has a population of two thousand. While Creede is known as a silver camp, it is not distinctly so. The ore in that district varies, and almost every property has more or less of a percentage of gold. The vein matter is so rich in the leading mines that even did they not contain gold they could be worked at a profit. But with Leadville, so with Creede. The deeper the mines are going, the heavier the percentage of gold. This has been the invariable rule with the large producing properties, which, from the indications, will soon have enough gold to pay for their working. The camp is active and is progressing. A great deal of development work is going on, contracts being let for extensive work every day. New districts are being opened up, revealing new formations and good paying ore. The properties that first brought the camp into prominence are continuing their large output.

There are several good hotels in Creede, and the wayfarer will be assured of all modern comforts.

TROUT FISHING AT WAGON WHEEL GAP.

ALAMOSA TO ESPAÑOLA AND SANTA FÉ.

THE New Mexico branch of the Denver & Rio Grande Railroad extends southward from Alamosa to Santa Fé, passing through an interesting country to the tourist, especially after New Mexico has been entered. Here can be seen what remains of the ancient Spanish civilization, as well as the habitations of the Pueblo Indians and the ruins of the pre-historic Cliff Dwellers. Leaving Alamosa the road turns to the south and crosses the southern portion of the San Luis Valley.

EMBUDO, RIO GRANDE VALLEY.

La Jara. Within the last few years many new towns have sprung up in the valley, owing to the development of its agricultural industries, through the construction of great irrigating canals. Old settlements have acquired new vigor and advanced greatly in prosperity. La Jara is one of the towns that has received this new impulse. Its people are enterprising and industrious. Agriculture and

pastoral pursuits contribute to the town's success. (Population, 300. Distance from Denver, 266 miles. Elevation, 7,609 feet.)

Romeo. This is a village seven miles south of La Jara and in the heart of a fine agricultural region.

Antonito. This town is a thriving and prosperous place, the last one of any special importance on the railroad in the southern part of the San Luis Valley. Stock raising and agriculture occupy the attention of the surrounding population. There is a fine stone depot here, and there are many creditable business blocks. It is the station for Conejos, one mile distant; and for San Rafael, four miles distant. Its position in the heart of the San Luis Valley (for full description of which see

OLD CHURCH OF SAN JUAN.

Alamosa) insures it a generous and constantly increasing support from agricultural and pastoral industries. Being the junctional point of the Denver & Rio Grande Railroad's New Mexico and San Juan branches gives it a large railroad business. Tourists will do well to stop at Antonito and visit the old Mexican town of Conejos, which is the most accessible town of the typical Mexican character in Colorado. Here may be found the plazas, churches, and ancient adobe houses peculiar to the early civilization of the Spanish. Fine fishing can be found near Antonito. Antonito itself is a modern town with all the life and push of the American, full of business and enterprise. (Population, 400. Distance from Denver, 280 miles. Elevation, 7,888 feet.)

Palmilla is eleven miles from Antonito, and here the road enters the Territory of New Mexico and passes through a number of small stations of no especial interest to the tourist. As a matter of statistics, the names of these stations and their distances from Denver are given; Palmilla, 291 miles; Volcano, 299 miles; No Agua, 308 miles; Tres Piedras, 315 miles; Serviletta, 324 miles; Caliente, 336 miles; Barranca, 345 miles; Embudo, 352 miles; Alcalde, 360 miles; Chamita, 367 miles; Española, 371 miles. The traveler will notice that the names of the stations have assumed a Spanish form, and should he happen to address any of the swarthy men that chance to be lounging around the stations, he would very likely receive a reply in the language of Hispañia. The Spanish spoken is a

A SOUTHERN UTE.

Castilian by any means, but is about as near it as "pidgin English" is to genuine Chinese, being a mixture of English, Spanish, and Indian dialects.

Barranca is a quiet little station in New Mexico, 345 miles from Denver. Its only claim for special mention is the fact that here the traveler takes the stage for Ojo Caliente, the celebrated hot springs, which lie among the hills, eleven miles to the westward. Stages to and from the springs connect with passenger trains, making quick time over an excellent road. The altitude of the springs is 6,019 feet and the climate at all seasons of the year mild and pleasant. The springs have been noted for their curative properties and from time immemorial, hav-

OJO CALIENTE.

Famous Hot Springs.

Health and Pleasure Resort.

Elevation, 6,019 feet.

ing been frequented by the Indians previous to Spanish occupation and highly esteemed by both races since that date. They have proved remarkably successful in the treatment of rheumatism, skin diseases, derangement of the kidneys and bladder, and especially of all venereal diseases. Cases of paralysis, after resisting the usual appliances of medicine, have been sent to Ojo Caliente, and immediately and permanently relieved. The springs lie in a pleasant valley, nine hundred feet lower than Barranca, surrounded by high bluffs capped with basaltic cliffs. On the top of these cliffs are table-lands on which are found the ruins of prehistoric buildings, not unlike the Indian pueblos of the present day, but of which the Indians know nothing and even their traditions furnish no account. Four miles above the village are larger springs of tepid water, the mineral deposits from which have built up great mounds, full of strange caves and glittering with saline incrustations. About three miles from Ojo Caliente is a high mountain called Cerro Colorado, from its peculiar reddish brown color, which, according to the statement of the inhabitants, exhibited marked evidences of volcanic action about seventy years ago. It has a well-defined crater, and offers an inviting field for the investigations of the geologist.

PUEBLO INDIANS.

Comanche Canon. Six miles below Barranca the train enters Comanche Cañon. Through this cañon the road makes its descent into the Rio Grande Valley. Rugged, difficult, and striking, the cañon commands the admiration of the spectator. Through breaks in the walls can be caught glimpses of the valley and river, the noble Rio Grande beneath. Experienced travelers who have made the "grand tour" say that this scene resembles choice bits in Switzerland. Ernest Ingersoll thus describes the valley in his charming book, "The Crest of the Continent": "Emerging from Comanche Cañon, a bend to the southward is made along the western bank of the lower part of the cañon of the Rio Grande. In many portions of this narrow valley, only about twenty miles in length, features of great interest to the eye occur, equaling the walls of Comanche, which was itself ignored until the railway brought it to the light. The river here is about sixty yards wide, and pours with a swift current troubled by innumerable fallen rocks. At times it is swollen and yellow with the drift of late rains, but in clear weather its waters are bright and blue, for it has not yet soiled its color with the fine silt which will thicken it between Texas and Mexico. On the opposite bank, near the level of the river, runs the wagon road that General Edward Hatch, formerly commander of the department of New Mexico, cut some years ago to give ready communications between his headquarters at Santa Fé and the posts in the northern part of the Territory

PUEBLO DE TAOS, NEW MEXICO.

and in southern Colorado. This is the track now followed by all teamsters, but the old road from the south to Taos ran over the hills far to the eastward, passing through Picuris."

Embudo. At the mouth of Comanche Cañon stands an odd conical hill dividing the current of the river. Noticing its resemblance to a funnel the Mexicans called it Embudo, and the station here takes the same name. Embudo is chiefly important as the point of departure for Taos, whose remarkable pueblo is described further on.

Espanola. This little village is of interest to the tourist because of its contiguity to ancient pueblos and the ruins of Cliff dwellings. Española's tributary industries are pastoral and agricultural. (Population, 100. Distance from Denver, 372 miles. Elevation, 5,590 feet.)

SANTA CRUZ.
PUEBLO OF SAN JUAN.
PUEBLO DE TAOS.

Places of Interest Near Espanola. Santa Cruz is a most interesting old Mexican town, situated on the Rio Grande del Norte, directly opposite Española. Its chief attraction is the ancient church erected in the sixteenth century, which contains several paintings and images sent over from Spain.

The Pueblo of San Juan is situated on the Rio Grande, about four miles above Española, and one and one-half miles from the railroad. There are twenty-six similar Indian towns, nineteen of which are situated in New Mexico, and seven in Arizona. Nine of them are on the line of the Denver & Rio Grande Railroad, or its immediate vicinity, viz.: Taos, Picuris, San Juan, Santa Clara, San Yldefonso, Pojuaque, Nombe, Cuyamauque, and Tesuque. The different pueblos closely resemble each other in construction. The dwellings are all built of mud-colored adobes, or sun-dried bricks, and are arranged so as to inclose a plaza or public square. The walls are from two to four feet in thickness, and the roofs are of timber, covered with dirt a foot or more in depth; many houses are two, and some even four and five stories, or rather terraces, in height, each successive story being set back some twelve or fifteen feet from the side walls of the next story below. The usual manner of entering these dwellings is by ascending a ladder outside the building to the roof, and through a hole descending to the interior by another ladder; though some, as a modern improvement, have doors cut through the side walls. This method was doubtless adopted as a defensive measure during troublesome times, when it was often necessary to convert the pueblo into a fortress from which to repel hostile invasions.

Pueblo of Santa Clara. A few miles below the pueblo of San Juan is the pueblo of Santa Clara, just across the river from Chamita, a station on the Denver & Rio Grande line. Its characteristics are similar to those of the pueblos already described.

The Pueblo de Taos. Thirty miles above Embudo is the Pueblo de Taos. This is considered the most interesting as well as the most perfect specimen of a Pueblo Indian fortress. It consists of two communistic houses, each five stories high, and a Roman Catholic church, now in a ruined condition, which stands near, although apart from, the dwellings. Around the fortress are seven circular mounds, which at first suggest the idea of being the work of Mound Builders. On further examination they prove to be the sweating chambers, or Turkish bath, of this curious people. The largest appears also to serve the purpose of a council

chamber and mystic hall, where rites peculiar to the tribe, about which they are very reticent, are performed. The Puéblo Indians delight to adorn themselves in gay colors, and form very interesting and picturesque subjects for the artist, especially when associated with their quaint surroundings. They are skilled in the manufacture of pottery, basket making, and bead work. The grand annual festival in honor of San Geronimo (St. Jerome) of these Indians occurs on the 30th of September, and the ceremonies are of a peculiarly interesting character.

All of these ancient pueblos are easy of access via the Denver & Rio Grande Railroad, and abound in objects of interest dating back many hundreds of years

NEW MEXICAN INDIAN LIFE.

before the occupation of the country by the whites, and will fully repay the tourist for the time and expense necessary to visit them.

Espanola to Santa Fé. From Española the line of the Denver & Rio Grande continues still further southward to the capital of New Mexico, one of the most interesting cities on the North American continent, Santa Fé. *En route* one can catch a glimpse of the ruins of ancient cliff dwellings perched in the alcoves of the perpendicular bluffs which rise near the track. The journey is only a distance of thirty-four miles through a country presenting novelty to the eyes of those unfamiliar to sub-tropical scenes, but not of an especially startling character.

SANTA FÉ.

The Oldest Town in the United States.

Commercial City and Health Resort.

Population, 7,000.

Distance from Denver, 405 miles.

Elevation, 6,968.

The capital of the territory of New Mexico is the oldest city in the United States, there being evidence to show that it was inhabited as early as 1325, or nearly three hundred years before the pilgrim fathers landed on Plymouth Rock, and 167 years before the landing of Columbus. The city of Holy Faith is situated on both sides of the Santa Fé Creek. The streets are narrow, and the buildings are almost all constructed of adobe, and only one story in height. The city is filled with antiquities, the most remarkable of which, perhaps, is the church of San

Miguel, built in 1582, and the Palace, erected in 1710. The city is free from malaria and excessive heat and cold, and from wind and sand storms. It is supplied with pure water and pure air from the mountains surrounding; it has delightful scenery beneath bright sunshine with glorious sunsets; it has trout in its streams, and game in the adjacent hills and mountains; the people are daily supplied at their doors with the freshest and choicest esculents of home production; and besides possessing wonderful health-giving properties, it is one of the most comfortable residence cities in the world. This fact is rapidly becoming known and appreciated, as witness its growing popularity both as a summer residence for people from the South, and as a winter residence for people from the North, and as an all-the-year-round residence and sanitarium for people variously in search of health, comfort, pleasure, and business.

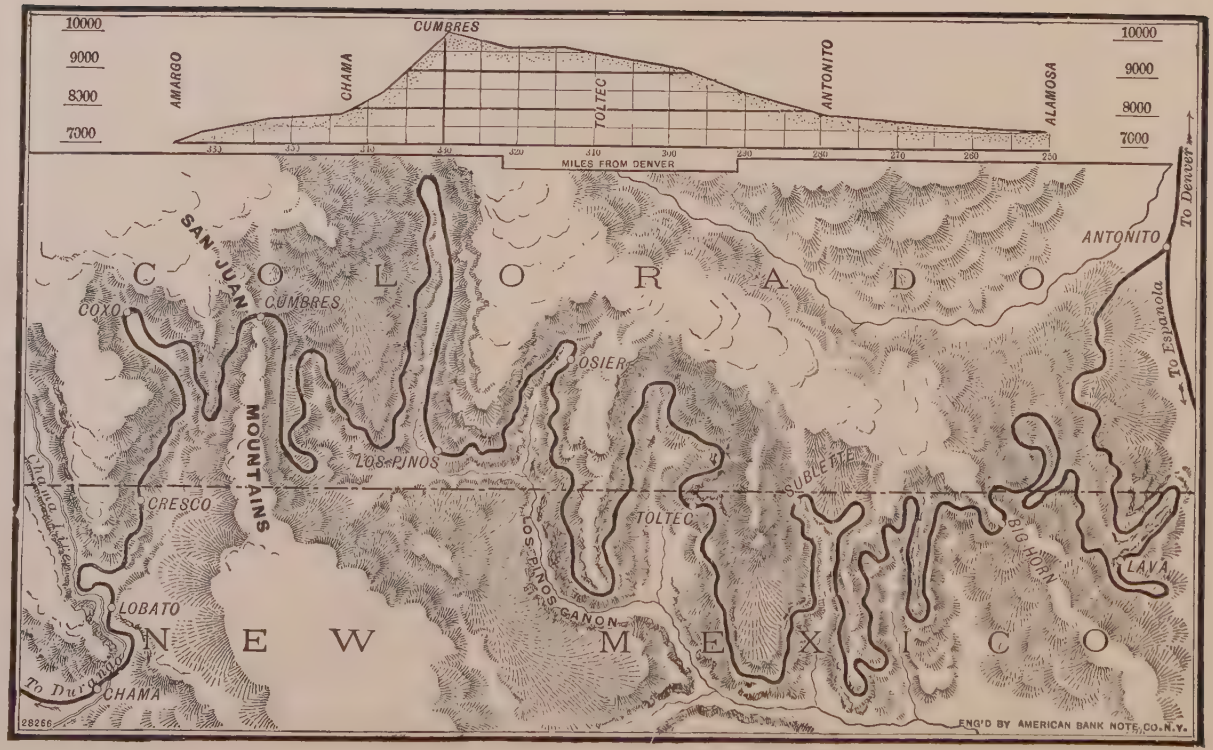
Santa Fé is the chief money center of the Territory. It has two old and well established national banking houses, besides hundreds of thousands of dollars for loan in private hands. It has a live board of trade, the most able and distinguished bar in the Southwest. The capitol of the territory, penitentiary, and public buildings are of great beauty and value. A splendid agricultural, pastoral, and mining country is tributary to the city. (Population, 7,000. Distance from Denver, 405 miles. Elevation, 6,968 feet.)

ALAMOSA TO SILVERTON.

AT Antonito the line branches, that to Española and Santa Fé extending due south and that to Durango and Silverton turning to the westward. The trip from Antonito to Silverton is one of great interest and abounds in scenic attractions. The road gradually climbs out of the valley of San Luis and up the eastward slope to the Conejos range of mountains. The line from Big Horn to Arboles is constantly among the hills, and the stations are either for the convenience of stockmen or snipping points for lumber, and while of commercial importance to the railroad, of little interest to the tourist. During the summer the Conejos Mountains furnish one of the finest ranges for stock in Colorado, and it goes without saying that these grass-carpeted hills and vales are fully occupied. The forest growth on the western slope is of a larger and more dense character than that of the eastern. Many sawmills have been here established, and the manufacture of lumber is a large industry. The climb to Chama is full of interest. The line pursues a tortuous course, following the convolutions of the hills and making the ascent up the less difficult grades of the gulches.

Los Pinos Valley. Describing a number of large curves around constantly deepening depressions, we reach the breast of a mountain, whence we obtain our first glimpse into Los Pinos Valley, and it comes like a sudden revelation of beauty and grandeur. The approach has been picturesque and gentle in character. Now we find our train clinging to a narrow pathway carved out far up the mountain's side, while great masses of a volcanic conglomerate tower overhead, and the faces of the opposing heights are broken into bristling crags. The river sinks deeper and deeper into the narrowing vale, and the space beneath us to its banks is excitingly precipitous. We crowd upon the platform, the outer step of which sometimes hangs over an abyss that makes us shudder, till some friendly bank places itself between us and the almost unbroken descent. But we learn to enjoy the imminent edge, along which the train creeps so cautiously, and begrudge every instant that the landscape is shut out by intervening objects. To say that the vision here is grand, awe-inspiring, impressive, or memorable, falls short of the truth in each case. It is too much to take in at once. We are so high that not only the bottom of the valley, where the silvery ribbon of the Los Pinos trails in and out among the trees, and underneath the headlands, but even the wooded tops of the further rounded hills are below us, and we can count the dim, distant peaks in New Mexico.

Phantom Curve. One of the most striking scenes on the line of this ascent is Phantom Curve. Just after the side-track station of Sublette (306 miles from Denver) has been passed, the road makes a great bend around the side of a mountain; on the left rise tall monuments of sandstone, cut by the elements into weird and fantastic figures. Here is indeed a wild spot, with the valleys so deep below, the grotesque, red monumental rocks around, the tall, shelving cliffs above. A mile beyond the Curve the railroad crosses the head of the ravine on a high



ALIGNMENT OF TOLTEC GORGE DISTRICT.

bridge. From this point the track runs directly toward the valley, on a line almost at right angles with it, to where it narrows into a mere fissure in the rocks at Toltec Gorge.

TOLTEC GORGE,

A Scenic Wonder.

Depth of Gorge, 1,500 feet.

Distance from Denver, 315 miles.

The approach to this great scenic wonder prepares the traveler for something extraordinary and spectacular. A black speck in the distance against the precipitous surface of a frowning cliff is beheld long before Toltec is reached, and is pointed out as the entrance to the tunnel which is the gateway to the Gorge. As the advance is made around mountain spurs and deep ravines, glimpses are caught of profound depths and towering heights, the black speck widens into a yawning portcullis, and then the train, making a detour of four miles around a side cañon, plunges into the blackness of Toltec tunnel, which is remarkable in that it pierces the summit of the mountain instead of its base. Fifteen hundred feet of perpendicular descent would take one to the bottom of the gorge, while the seared and wrinkled expanse of the opposite wall confronts us, lifting its massive bulwarks high above us.

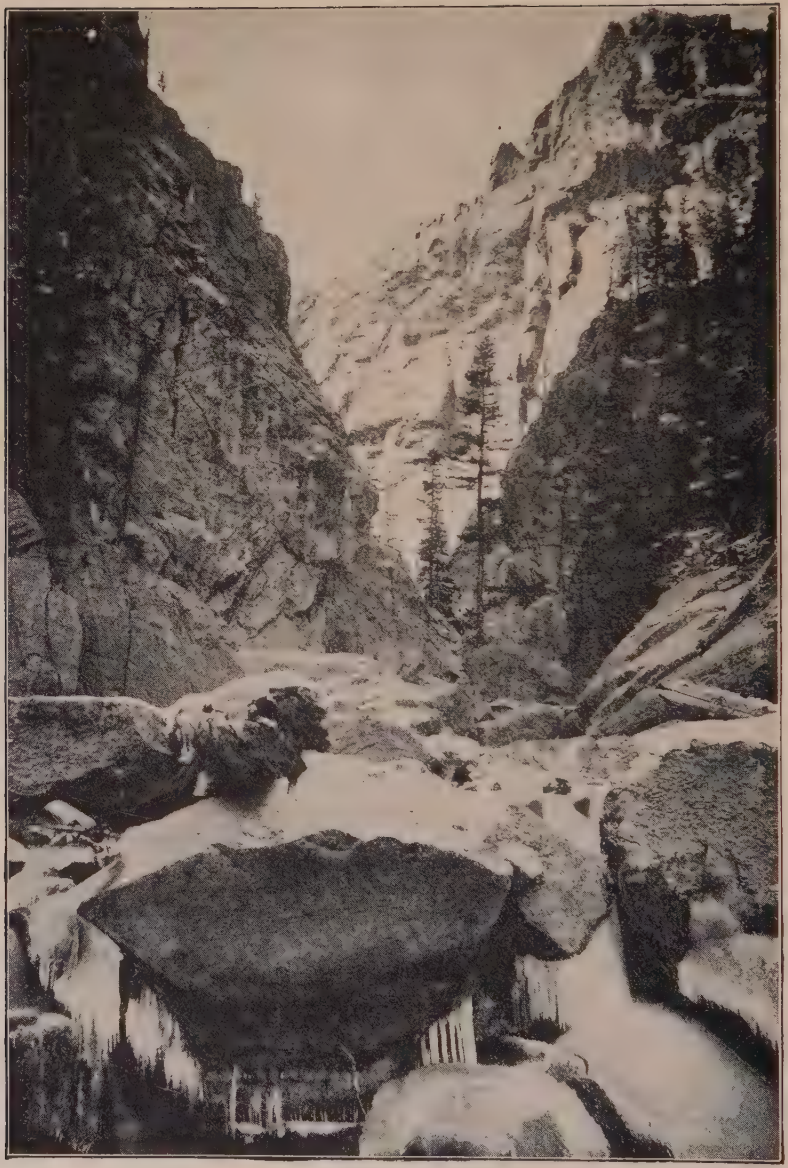
"Fronting heaven's splendor,
Strong and full and clear."

When the train emerges from the tunnel it is upon the brink of a precipice. A solid bridge of iron and masonry, set in the rock after the manner of a balcony, supports the track, and from this coigne of vantage the traveler beholds a most thrilling spectacle. The tremendous gorge, whose sides are splintered rocks

INDIAN ENCAMPMENT.

and monumental crags and whose depths are filled with the snow-white waters of a foaming torrent, lies beneath him, the blue sky is above him and all around the majesty and mystery of the mountains.

Garfield Memorial. To the left of the track, just beyond the bridge, stands a monument of granite. Curiosity is naturally excited at beholding this polished shaft, and the questions which arise as to its origin can be briefly answered as follows: On the 26th day of September, 1881, the American Association of



TOLTEC GORGE.

General Passenger Agents (then on an excursion over the Denver & Rio Grande Railroad), at the time President Garfield was being buried in Cleveland, held memorial services at the mouth of Toltec tunnel and since have erected this beautiful monument in commemoration of the event.

Cumbres. This small station is on the summit of the Conejos Range, which we are now crossing, and, having passed it, we are on the Pacific slope. (Distance from Denver, 330 miles. Elevation, 10,015 feet.)

Chama. This is an eating station, where, in spite of primitive accommodations, an excellent meal can be obtained. Large quantities of lumber, sheep, and wool are shipped from here, and the surrounding country is an excellent range for stock. (Population, 300. Distance from Denver, 344 miles. Elevation, 7,863 feet.)

PUEBLO DE TAOS.

Lumberton. At this station will be encountered the first of the aborigines to be met on this journey. They are the Jacirilla Apaches, whose agency buildings are located at Dulce, the next station beyond. This tribe are particularly adept in weaving baskets and their handiwork bring fancy prices in the curio shops of Denver and elsewhere. Lumberton is the junctional point with the Rio Grande and Pagosa Springs Railway, extending northward a distance of eight miles to Edith, a lumbering town in the midst of magnificent forests. Train loads of fine lumber and timber are brought out daily.

Lumberton has a population of several hundred, is 369 miles from Denver, and an elevation of 6,900 feet.

Dulce. White population, nominal; but this being the agency for the Jacirilla Apache Indians, many of their tepees will be seen in the neighborhood. (Distance from Denver, 373 miles, Elevation, 6,779 feet.)

Pagosa Springs.

The "Big Medicine" of the Indians.

Hot Springs.

Health and Pleasure Resort.

Elevation, 7,108 feet.

Pagosa Junction. (Population nominal. Distance from Denver, 390 miles. Elevation, 6,271 feet.) At this point connects the Pagosa Springs Branch, which leads northerly a distance of thirty-one miles, through a region marvelously rich in fine forests of pine and spruce to the famous resort of Pagosa Springs.

Pagosa Springs, the far famed "big medicine" of the Utes, the greatest thermal fountains on the continent, are situated in Archuleta County, thirty-one miles northwest of Pagosa Junction, on the New Mexico extension of the Denver & Rio Grande Railroad and reached by the

THE CLIFF PALACE.

Pagosa Springs Branch from the Junction. The Springs lie upon the northern bank of the San Juan River, at an altitude of seven thousand feet, and in a situation combining numerous advantages and attractions. To the north are the peaks of the San Juan range, east and west are the grassy plains dotted with immense pines, and far to the south the undulating prairie stretches into New Mexico. With such an environment, the Pagosa Springs must ere long gain the celebrity to which their medicinal qualities undoubtedly entitle them. The Indians having long been aware of the healing powers of these "great medicine waters," have, until recently, jealously guarded their possession. It is not surprising that these children of the wilderness, who find relief from distress mainly from the medications of Nature, should deplore the loss of these powerful thermal waters. Within a basin seventy feet long and fifty feet wide formed from its own alkaline deposits, which are twenty or thirty feet thick, the water bubbles up at a temperature of 153° Fahrenheit. There are four other springs in the immediate locality, their similarity to the main source, as shown by analysis, suggesting a common origin. Upon a cold morning the steam which rises from these different springs can be seen at a distance of several miles. These purgative, alkaline waters, with the large excess of sulphate of soda, so much increased in medicinal virtue by the degree of temperature, would seem to designate Pagosa as the Bethesda for sufferers from calculus disorders, gravel with uric diathesis, rheumatism, and skin diseases, when alterative and depleting treatment is indicated. New bath-houses and hotels have been erected, and the tourist will find good accommodations here.

The Pacific Slope. From Chama to Durango, the ride is down grade and through a most interesting country. Hills and valleys of great beauty, meadows covered with thick growing grass, forests of giant trees, are some of the many attractions of this trip.

Ignacio. At Ignacio the Ute Indian reservation is reached and the rude tepees of the Southern Utes can be seen pitched along the banks of the Rio de las Florida. Occasionally a glimpse can be caught of a stolid brave, tricked out in all his savage finery, gazing fixedly at the train as it speeds by. Frequently there is quite a little group of these aborigines at the station, and they are always ready to exchange bows and arrows, trophies of the chase, or specimens of their rude handiwork, in return for very hard cash.

DURANGO.

Metropolis of the San Juan.

Population, 5,000.

Distance from Denver, via Veta Pass, 452 miles. Via Salida, 500 miles. Via Ridgway, 539 miles.

Elevation, 6,520 feet.

This thriving city is the county-seat of La Plata County, Colorado, and is the commercial center of southwestern Colorado. It is the market for the agricultural region of Farmington and Bloomfield, New Mexico, and the valleys of the Rio de las Animas, the Rio Florida, etc.

Two miles below Durango is the wonderful "ninety-two feet thick" vein of coal, one of the largest in the State, and here are, also, great coke ovens. All the surrounding hills are more heavily timbered than in any other part of Colorado. In addition to its many other resources Durango boasts of two of the largest smelters in the State, reducing from their native state the precious ores of the wonderfully rich mines of the entire San Juan.

With two railroads in operation, and several in contemplation, and with its natural resources Durango will in time, and a very short time too, prove to be the metropolis of the Great Southwest.

RIO LAS ANIMAS CANON.

The famous Cliff Ruins, a description of which will be found further on, are reached from Durango, by the Rio Grande Southern Railroad to Mancos Station, thence by saddle horses or wagons.

In a word, Durango is one of the most progressive towns in Colorado, and is surrounded by a country of unexampled richness. Mining, agricultural and pastoral pursuits all contribute to her success; but best of all her business men are alive, and by their liberality, generosity, and push insure a good future for the city.

Farmington, Bloomfield, and Aztec are growing towns in New Mexico, just over the southern line of La Plata County. They are in the heart of a large agricultural and stock growing district, and near many ruins of the homes of the ancient Cliff Dwellers.

Farmington Branch. During the spring and summer of 1905 the Denver & Rio Grande Railroad constructed a branch line from Durango to Farmington, N. Mex., a distance of fifty miles, through the extremely fertile valley of the Animas This newly opened valley is remarkable for its fine fruit, particularly apples, and the production of this hardy fruit is very large and the apples are of most excellent quality. Aztec and Farmington are the principal towns on the new line, and with the advent of the railway have taken an impetus toward prosperity that bids fair to make them both towns of great commercial and agricultural importance.

Trimble Hot Springs are reached nine miles above Durango. The spacious hotel stands within a hundred yards of the road to the left of the track. Here are medicinal hot springs of great curative value, and here, in the season, gather invalids and pleasure seekers to drink the waters and enjoy the delights of this charming resort. The water as it pours out of the rock is at a temperature of 120 degrees, and runs constantly in a stream three inches in diameter. Within two feet of it is another spring flowing as much more in a stream of cold water. Bath-houses have been erected, and the hot and cold water can be mixed. The medicinal properties of these springs are beyond question. Four miles further up the Animas valley are the Pinkerton springs of warm water, closely resembling in properties those at Trimble's. Leaving the springs behind, the train speeds up the valley, which gradually narrows as the advance is made, the ascending grade becomes steeper, the hills close in, and soon the view is restricted to the rocky gorge within whose depths the raging waters of the Animas sway and swirl.

Magnificent Scenery. From Durango, the metropolis of the San Juan, to Silverton, the scenery is of surpassing grandeur and beauty. The railroad follows up the course of the Animas River (to which the Spaniards gave the musical but melancholy title of "Rio de las Animas Perdidas," or River of Lost Souls) until the picturesque mining town of Silverton is reached. The valley of the Animas is traversed before the cañon is entered, and the traveler's eyes are delighted with succeeding scenes of sylvan beauty. To the right is the river, beyond which rise the hills; to the left are mountains, increasing in rugged contour as the advance is made; between the track and the river are cultivated fields and cosy farm-houses, while evidences of peace, prosperity, and plenty of are be seen on every hand.

This beautiful cañon has characteristics peculiarly its own. The railroad does not follow the bed of the stream, but clings to the cliffs midway of their height, and a glance from the car windows give one the impression of a view from a balloon. Below, a thousand feet, are the waters of the river, in places white with foam, in quiet covers, green as ocean's depths. Above, five hundred feet, climb the combing cliffs, to which cling pines and hemlocks. The cañon here is

ANIMAS CAÑON AND NEEDLE MOUNTAIN.

a mere fissure in the mountain's heart, so narrow that one can easily toss a stone across and send it bounding down the side of the opposing rock-wall until it falls into the waters of the river rushing through the abyss below. Emerging from this wonderful chasm, the bed of the gorge rises until the roadway is but a few feet above the stream. The close, confining, and towering walls of rock are replaced by mountains of supreme height. The Needles, which are among the most peculiar and striking of the Rockies, thrust their sharp and splintered peaks into the regions of eternal frosts.

ANIMAS CANON.

A Gem of Beauty.

Depth, 1,500 feet.

Distance from Denver, 470 miles.

Elk Park is a quiet little nook in the midst of the range, with vistas of meadow and groves of pines, a spot which would furnish the artist many a subject for his canvas. At the end of Elk Park stands Garfield Peak, lifting its summit a mile above the track. Beyond are marshaled the everlasting mountains, and through them for miles extends, in varying beauty and grandeur, the Cañon of the Animas. Frequent waterfalls glisten in the sunlight, leaping from crag to crag only to lose themselves at last in the onflowing river. Emerging finally from this environment of crowding cliffs, the train sweeps into Baker's Park and arrives at Silverton in the heart of the San Juan.

SILVERTON.

Picturesque Mining Town.

Population, 2,500.

Distance from Denver, 497 miles.

Elevation, 9,300 feet.

This thriving and picturesque little city is the county-seat of San Juan County, Colorado, and derives its support from the surrounding mines, which are scattered in every portion of the county. The output of the camp has swelled from an annual product of $40,000 to $2,000,000 in three years. From 600 to 1,000 tons of ore are shipped weekly from Silverton, and the product is constantly increasing. An industry of no small importance, and which is rapidly assuming large dimensions, is the system of leasing mines, and it may be said that at least one-half of the producing mines are now being worked by lessees. Hundreds of prospects that are in a condition to ship paying mineral are now laying idle, awaiting the arrival of thrifty miners to take and work them under this system. The scenery around Silverton is of the most beautiful and attractive character. Entrance to Baker's Park, in which the town lies, is made through the famous Animas Cañon. Hid in a theater of hills, the picturesqueness of the surroundings cannot be adequately described. Sultan Mountain, one of the grandest of the San Juan Range, towers above the town; its summit crowned with snow from which descend innumerable rills, glittering like silver in the sunbeams. Three small railways, the Silverton, the Silverton Northern, and the Silverton, Gladstone & Northerly radiate from the town to the various mining camps, of Eureka, Red Mountain, Ironton, Gladstone, and others situated in the vicinity of Silverton, and haul immense quantities of gold and silver ores to the main railway, and thence to the smelters at Durango.

OURAY.

DURANGO TO RIDGWAY

VIA RIO GRANDE SOUTHERN RAILROAD.

LEAVING Durango via the Rio Grande Southern line, the tourist is whisked across the Rio de Las Animas up Lightner Creek, past the silver and gold smelters with their seething furnaces and smoke and dust-begrimed workmen, and shortly past the famous coal banks where the black diamond is dug from the bowels of Mother Earth, and from there hauled to the smelters where it is used for the reduction and refining of its more exalted, but not more useful brethren.

Up through the valley the train speeds along among huge pines which thus far have escaped the woodman's axe, and which will be free from such invasion as long as Uncle Sam claims this particular spot as the especial reservation for the abandoned military post at old Fort Lewis.

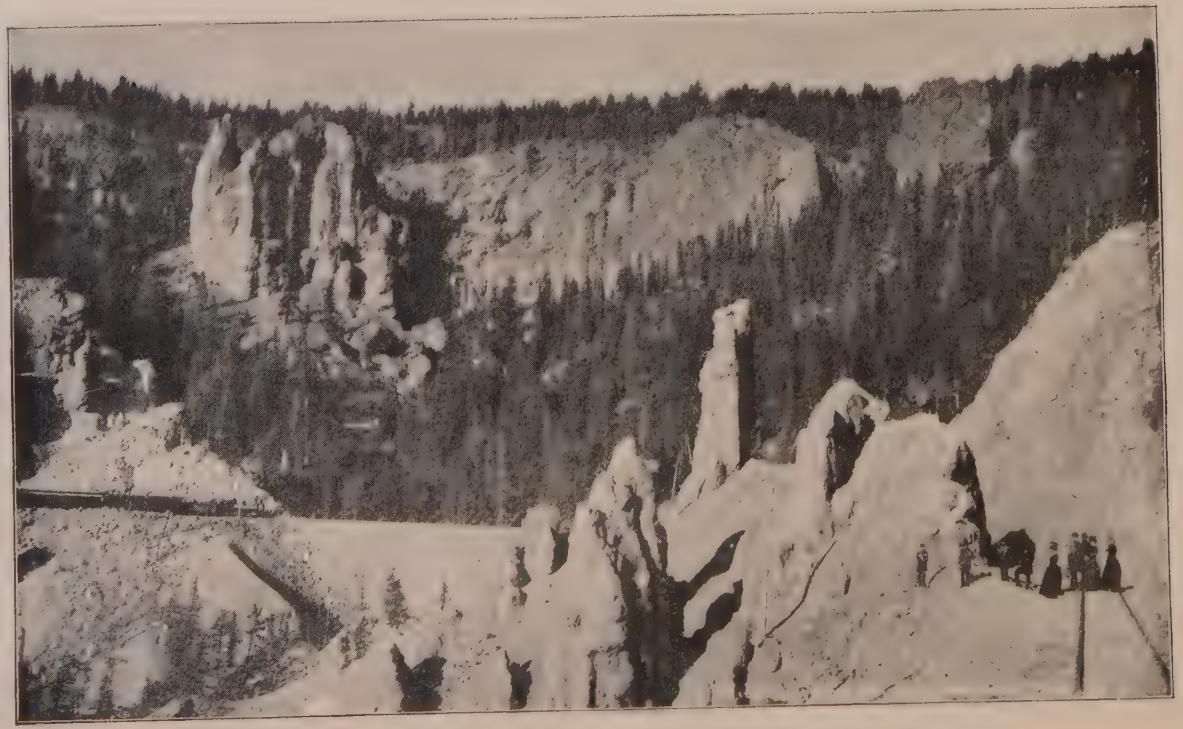
From Fort Lewis the line passes through seemingly endless forests of pine trees, and after the reservation is passed an occasional saw-mill is sighted. Descending the mountain into the valley, the beholder looks out on a broad expanse of fertile, well-watered country, surrounded on all sides by snow-capped mountains, and dotted with the ranch'eros of the hardy pioneer, who has been well repaid for his daring in locating in this far-away but beautiful valley, by its productiveness, and now that the railroad, that greatest of all civilizers, has come, he has abundant opportunities for the disposition of his products.

The Cliff Dwellings.

Relics of a Pre-Historic Race.

Ruins Older than History.

One of the most attractive portions of Colorado, to the scientist, antiquarian, and indeed the general tourist, is that part in which are found the cliff-dwellings of a long extinct race. Some of the most remarkable of these ancient ruins are situated in the Mancos Cañon, but a few miles from Mancos station, and within a day's ride of Durango. A brief description of one of these will serve as a characterization of all. Perched seven hundred feet above the valley, on a little ledge only just large enough to hold it, stands a two-story house made of finely cut sandstone, each block about fourteen by six inches, accurately fitted and set in mortar, now harder than the stone itself. The floor is the ledge of the rock, and the roof the overhanging cliff. There are there rooms on the ground floor, each one six by nine feet, with partition walls of faced stone. Traces of a floor which once separated the upper from the lower story still remain. Each of the stories is six feet in height, and all the rooms are nicely plastered and painted, what now looks a dull brick-red color, with a white band along the floor. The windows are "T" shaped apertures with no signs of glazing, commanding a view of the whole valley for many miles. One of our illustrations shows a fortified watch-tower, indicating that these strange cliff dwelling people were prepared to resist assault. Traditions are few and of history there is nothing concerning



PHANTOM CURVE.

this lost race. Their ruined houses only remain, and some broken fragments of the implements made use of in war and peace. Researches are in progress concerning these extremely interesting ruins and new facts are being developed concerning their architecture; but it is quite improbable that any certain light will ever be thrown on their origin or history.

To the south of Mancos station, within a day's ride, and easily accessible, are the principal ruins of the strange habitations of this extinct and mysterious race. To these gaping curiosities and wonders, the great Cañon of the Mancos, the Montezuma Valley, the McElmo Cañon, the Lower Animas Valley, and the Chaco Cañon are the wonderlands of the world. They contain thousands of homes, and a town of the ancient race of Mound Builders and "Cliff Dwellers," that has attracted the curious ever since the discovery of America. The Mancos Cañon contains hundreds of these homes which were built and occupied thousands of years ago. Yet many of them are in a good state of preservation, and in them have been found many specimens of pottery and implements of husbandry and warfare. The cañon is cut through Mesa Verde, a distance of thirty miles, and the walls on either side rise to a perpendicular height of two thousand feet. These cliff dwellings are built in the sides of the cañon, as shown in the illustration. Fifteen miles farther west from the Mancos is situated the Montezuma Valley, where thousands of fine specimens of pottery have been found among the ruins of that ancient people. On the west side of this valley is the McElmo Cañon, also full of the ancient homes of the "Cliff Dwellers." Thirty-five miles south of Durango, in the valley of the Animas, are some extensive ruins of the Aztecs, and fifty miles farther south are the wonderful ruins in the Chaco Cañon. These ancient Pueblos are, without doubt, the most extensive and the best preserved of any in the United States. Of these Professor Hayden, in his report of the Geological Survey of the United States for the year 1860, says: "The great ruins in the Chaco Cañon are pre-eminently the finest examples of the works of the unknown builders to be found north of the seat of ancient Aztec Empire in Mexico." There are eleven extensive Pueblos in this cañon, nearly all in a good state of preservation, and their appearance indicates that they were once the home of fifteen hundred to three thousand people each. From the thousands of ruins of cities, towns, and families found throughout this great San Juan Valley, it is evident that once this great valley was the home of hundreds of thousands of this extinct race. That they were a peaceful and agricultural race of people is evidenced by the large number of their implements of husbandry and the specimens of corn and beans found in these ruins, besides irrigating ditches and reservoirs for the storage of water.

Mancos. The debarking point for the cliff ruins as mentioned above and the leading town of the valley. Shipping point for large numbers of cattle and sheep. (Distance from Denver, 490 miles. Population, 500. Elevation, 7,008 feet.)

Leaving Mancos, the road winds up the sloping sides of a flat-topped mountain, and there on its summit, among huge pines centuries old, bubbles up a clear, cold spring of sparkling water, forming the stream that flows down through the beautiful Lost Cañon, and which is called by the unpoetic name of "Lost Cañon Creek."

Lost Canon is a novelty in itself, as its sides are densely wooded and softly carpeted with a thick bed of moss and leaves, beautifully colored by millions of Colorado wild flowers whose delicate beauty is unrivaled.

Emerging from Lost Cañon the traveler is whirled up to the beautiful Valley of the Dolores River, with its many ranches and farms, past the town of the same

CLIFF HOUSE, MANCOS CAÑON.

name. Off to the left, flowing to the eastward, comes bubbling down the mountain side into the larger river, the West Dolores, and no more famous or prolific trout stream exists than this.

Dolores. One of the principal towns in Southwestern Colorado. It is the shipping-point for the southeastern part of Utah and from whence the gold hunters start on their prospecting trips to the cañons of the San Juan and Colorado Rivers. (Population, 300. Distance from Denver, 511 miles. Elevation, 6,957 feet.)

Dolores Canon. Continuing on up the main river, the valley begins to narrow down, until we are once more within the walls of a cañon which takes its name from the stream flowing through it. While this cañon is not particularly deep, its natural beauties are manifold and are sure to make a lasting and delightful impression on the beholder.

Rushing out of the cañon the tourist is now landed at Rico.

Rico is one of the most important mining towns of the State, whose mines dot the mountain sides, and whose product is packed to the cars on the backs of the ever patient and faithful burro, without which no mining camp can be complete.

Rico ranks among the "cities of the first class" and has all the facilities and improvements of a town of ten times its population. Its principal industries are those connected with mining interests, though considerable agricultural country surrounds it. The town is located in what was at one time the crater of a large volcano. Precipitous mountains with poetic names arise upon all sides of it, gradually widening, until by describing a circle of their summits they appear as the top of a huge funnel. Among them is the famous Telescope Mountain, a freak of nature only to be seen to form a proper realization of the aptness of its name. The place has much of historic interest, as evidences of early Spanish discoveries are found on many sides. (Population, 1,000. Distance from Denver, via Ridgway, 443; via Durango, 547 miles. Elevation, 8,737 feet.)

Lizard Head Pass. Leaving Rico, the line continues up the Dolores, which grows smaller and smaller, until it becomes a mere silver thread winding in and out among huge rocks and boulders. Thirteen miles north of Rico, and after climbing many miles of three and four per cent grades, the summit of the Lizard Head Pass is reached at an elevation of nearly 11,000 feet. From the summit and to the left will be seen the Lizard Head, a peculiar rock formation capping a tall, bare mountain. This rock derives its name from its resemblance to the head of a mountain lizard, though at the same time it may be said to resemble the shaft of some large monument.

Descending the pass through the mountain gorges over rushing mountain streams, one finds one's self at

Trout Lake. No more graphic description of this sheet of beautiful blue water can be given than a verse from a poem by "H. H."

> "The mountains wall in the water;
> It looks like a great blue cup;
> And the sky looks like another
> Turned over, bottom side up."

Here the sport-inclined tourist may spend a few days, for the lake is inhabited by thousands and thousands of mountain trout. Accommodations of a primitive, though wholesome character, can be obtained of the neighboring ranchmen. (Population, nominal. Distance from Denver, via Ridgway, 427 miles; via Durango, 563 miles. Elevation, 9,802 feet.)

OPHIR LOOP.

Shortly after leaving Trout Lake, the famous

Ophir Loop is passed. Here the skill of the engineer was taxed to its utmost, for the track winds in zigzags down the mountainside, rushing through a deep cut here, over a mountain torrent and a high bridge there, darting around sharp curves, in and out of snowsheds, until on the opposite mountain and high above us is to be seen a line of freshly turned earth, which the knowing ones say is the track over which we have just passed.

From **Vance Junction** a side trip of ten miles, which will repay the tourist, can be made to

Telluride, a mining town of some 3,500 inhabitants, nestling among snow-capped mountains, rising to stupendous heights, and rich in gold and silver. Like all the towns of the San Juan, mining is the principal resource of the city; at Telluride are located some of the largest and richest mines in the country. (Distance from Denver, via Ridgway, 423 miles; Elevation, 8,756 feet.)

From Vance Junction the journey is continued down the San Miguel River, past Placerville, the debarking point for the famous Paradox Valley and the rich copper-mining district of the Blue and La Sal mountains, until the river leaves the rail, and again we commence to go up; this time over the Dallas Divide. This pass resembles Marshall Pass, though not quite so long. After reaching the summit, the line runs down the eastern slope along Leopard Creek, high above it on the mountainside, giving a most magnificent view of the Uncompahgre Range to the south with its gentle slopes softly colored by the deep, dark foliage of dense pine and fir forests gradually rising until the mountains develop into a huge mass of shattered pinnacles, their topmost points covered with the everlasting snow.

Ridgway. This bustling little town is the northern terminus of the Rio Grande Southern Railroad, and its junction point with the Ouray branch of the Denver & Rio Grande Railroad. The shops and headquarters are here, giving employment to a large portion of its inhabitants. A fine agricultural, as well as a very rich mining region, surround Ridgway, and give promise of making it a large and prosperous city. (Distance from Denver, 377 miles; via Durango, 613 miles. Population, 1,200. Elevation, 7,002 feet.)

CATHEDRAL SPIRE—OPHIR LOOP.

SILVERTON TO MONTROSE.

THE trip from Silverton to Montrose, across the intervening range of mountains, is not at all the difficult undertaking it looks to be. Here, blocking the way, is one of the most rugged and lofty chains of the great Rocky Mountain systems, which but recently only the adventurous prospector and his sure-footed burro (donkey) dared to cross; but now the journey has been rendered an easy accomplishment by the building of the Silverton Railway, from Silverton to Red Mountain, from which point comfortable stages carry the tourist a distance of twelve miles to Ouray, where the trip is continued by way of the Denver & Rio Grande Railroad. The construction of the Silverton Railway was a task of great magnitude, and one remarkable feature about it is that it owes its existence to the enterprise and daring of one man, Mr. Otto Mears, the "pathfinder" of the San Juan. The result has been one of the most remarkable achievements in engineering of modern times. The road has the same gauge as that of the Denver & Rio Grande, and like it finds no grade so stubborn as to be insurmountable. Taking the cars at the Denver & Rio Grande depot, at Silverton, the ascent of the mountains is at once begun. There is no preliminary skirmishing along level ground, for Silverton lies at the bottom of a bowl-shaped valley, and the mountains rise round about on all sides to tremendous heights. With curves, whose sinuosity surpasses that of the serpent's trail, the railroad climbs up the gulches, until at the mining station of Chattanooga the track makes an almost perfect loop, the cars traveling several miles forward and the same distance back — and there lies Chattanooga directly beneath us! All that has been gained is altitude. This is equivalent, however, to a direct progress of a thousand feet, though it has taken a journey of fifteen thousand feet to accomplish it. At the summit of the range the railroad reaches an altitude of 11,235 feet, and the view is something to be remembered a lifetime. At one point of the descent it has been necessary to construct a switch-back reversing the course of the train, and yet continuing the descent. This switch-back is a novel application of engineering science, and is an exceedingly interesting piece of railroad work. The ascent and descent of Red Mountain by this wonderful railway, give the tourist not only an opportunity to behold the grandest of mountain scenery, but also the privilege of witnessing on all sides the progress of mining operations. The shafts, shaft houses, tunnels, and "prospect" holes of mines in fact or *in futuro*, are to be seen on all sides. The mines of Red Mountain are numerous, and several of them rank among the richest in the world.

A Romantic Stage Ride. The stage ride forms one of the most attractive features of this most attractive journey. Lasting only three hours, passing over the summits of ranges and through the depths of cañons, the tourist will find this a welcome variation to his method of travel, and a great relief and recreation. The old-fashioned stage, with all its romantic associations, is rapidly becoming a thing of the past. A year or two more and it will have disappeared entirely from Colorado. Here, in the midst of some of the grandest scenery on the conti-

nent, the blue sky above, and the fresh, pure exhilarating mountain air sending the blood bounding through one's veins, to clamber into a Concord coach and be whirled along a splendidly constructed road, as solid as the living rock from which it has been carved at an expense in some instances of $40,000 a mile, and as smooth as a city boulevard, is surely a novel and delightful experience. The scenery on this journey between Silverton and Ouray is of the greatest magnificence. This is especially true of this portion of the route traversed by stage. The Silverton and Ouray toll road has long been noted for its attractions in the way of scenery, the triangular mass of Mount Abraham's towers to the left, while the road winds around the curves of the hills with the sinuosity of a mountain brook.

SIERRA BLANCA.

Bear Creek Falls. The scene from the bridge over Bear Creek is one which once beheld can never be forgotten. Directly under the bridge plunges a cataract to the depth of two hundred and fifty-three feet, forming a most noteworthy and impressive scene. The toll road passes through one of the most famous mining regions in the world, and the fame of Red Mountain is well deserved, both from the number and richness of its mines. Before Ouray is reached the road passes through Uncompahgre Cañon. Here the roadbed has been blasted from the solid rock wall of the gorge, and a scene similar in nature and rivaling in grandeur that of Animas Cañon is beheld.

OURAY.

The Gem of the Rockies.

Health and Pleasure Resort.

Elevation, 7,721 feet.

Distance from Denver, 388 miles.

Population, 3,000.

This is one of the most beautifully situated towns to be found anywhere. Its scenery is idyllic. The village is cradled in a lovely valley, surrounded by rugged mountains. The situation of the town is thus briefly described in the *Crest of the Continent:* "The valley in which the town is built is pear-shaped, its greatest width being not more than half a mile while its length is about twice that down to the mouth of the cañon. Southward—that is, toward the heart of the main range—stand the two great peaks, Hardin and Hayden. Between is the deep gorge down which the Uncompahgre finds its way; but this is hidden from view by a ridge which walls in the town and cuts off all

BEAR CREEK FALLS.

the further view from it in that direction, save where the triangular top of Mount Abrams peers over. Westward are grouped a series of broken ledges, surmounted by greater and more rugged heights. Down between these and the western foot of Mount Hayden struggles Cañon Creek to join the Uncompahgre; while Oak Creek leaps down a line of cataracts from a notch in the terraced heights through which the quadrangular head of White House Mountain becomes grandly discernible—the eastermost buttress of the wintry Sierra San Miguel. At the lower side of the basin, where the path of the river is beset with close cañon-walls, the cliffs rise vertical from the level of the village, and bear their forest growth many hundreds of feet above. These mighty walls, two thousand feet high in some

CHIEFS OF THE UNCOMPAHGRE UTES.

places, are of metamorphic rock, and their even stratification simulates courses of well-ordered masonry. Stained by iron and probably also by manganese, they are a deep red maroon; this color does not lie uniformly, however, but is stronger in some layers than in others, so that the whole face of the cliff is banded horizontally in pale rust color, or dull crimson, or deep and opaque maroon. The western cliff is bare, but on the more frequent ledges of the eastern wall scattered spruces grow, and add to its attractiveness. Yet, as though Nature meant to teach that a bit of motion,—a suggestion of glee was needed to relieve the somberness of utter immobility and grandeur, however shapely, she has led to the sunlight, by a crevice in the upper part of the eastern wall that we cannot see, a brisk torrent draining the snowfields of some distant plateau. This little stream, thus beguiled by the fair channel that led it through the spruce woods above, has no time to think of its fate, but it is flung out over the sheer precipice eighty feet into the valley below.

THE LIZARD HEAD.

We see the white ghost of its descending, and above it to our ears is murmured the voice of the Naiads, who are taking the loneliest plunge. Yet to what means the stream reaches that point from above cannot be seen, and the picture is that of a strong jet of water bursting from an outlet through the solemn wall, and falling into rainbow-arched mist and a tangle of grateful foliage that hides its further flowing."

The town has one hotel of great magnificence, worthy of a city of ten times its population, besides a good supply of other hostelries of a less splendid character. Ouray is a health resort worthy of patronage by invalids, possessing hot springs of a fine medicinal character and abounding in attractions to divert the mind. Plenty of sport can be had about here. The mountain sheep and goats have not yet been killed off: deer and trout are abundant. The rides up the roads and trails to neighboring mines and mining camps, through valley and cañon, and over mountain and mesa, are not soon exhausted, and the lover of botany or geology or the student of mineralogy and mining, could scarcely find a finer field anywhere than in the neighborhood of Ouray.

Ouray to Montrose. Leaving Ouray, a ride of forty-six miles, via the Denver & Rio Grande Railroad, brings the traveler to Montrose, on the main narrow-gauge line of the Denver & Rio Grande Railroad, between Denver and Salt Lake City. Two miles from Ouray the country begins to become open and soon one is passing through farms and an excellent agricultural valley. En route one passes the confluence of the Uncompahgre and Dallas, and the mesas and terraces on either side abound with almost every species of game, deer, elk, mountain sheep, bear, and smaller animals.

Ridgway. Eleven miles from Ouray. The junction point with the Rio Grande Southern Railroad. A description of this charming little city will be found elsewhere in this volume. Further on, twenty-two miles from Ouray, you come to the old Los Piños Agency, where Chiefs Douglas, Jack, Colorow, Piah, and other Indians who participated in the massacre of Thornburg and the Meekers, tested the nerve of General Hatch and his associates in 1879. The store-house, council chamber, etc., are still standing. The abandoned site of old Fort Crawford is passed twenty-six miles from Ouray, and five miles further on, one reaches the residence of Chipeta, the widow of Ouray, the dead Ute chief, who, during his reign, held the Utes in check, and was always the friend of the white man. At Montrose the tourist can again take the main narrow-gauge line of the Denver & Rio Grande Railroad and resume the trans-continental journey.

TWIN LAKES.

LEADVILLE TO DILLON.

A ROCKY MOUNTAIN BEAUTY SPOT.

From Leadville a branch line of the widely radiating Denver and Rio Grande system extends over Fremont Pass to Dillon. The general direction taken by the line is to the northeast, with a deflection from Frisco to Dillon to the northwest. The Great Middle Park of Colorado lies to the north of Dillon, just over the range of the Williams River Mountains. The country between Leadville and Dillon is extremely mountainous, and mines of great value have been discovered in this region. The railroad crosses the Park Range at Fremont Pass, and in the valley at the foot of the pass the Arkansas River has its sources. The blue river heads on the Pacific slope near the pass, and the south branch is crossed by the railroad near the small station of Wheeler, the north branch is encountered at Frisco in the vicinity of which the two join and form the main stream, which empties into the Grand in the southwest corner of Middle Park.

The ride from Leadville to Fremont Pass is one of great interest to lovers of

FREMONT PASS.

the grand and beautiful in nature. The mountain ranges which surround the "Carbonate Camp" are in plain view, and every turn in the road reveals new attractions. This extension of the line is known as the Blue River branch. It is thirty-six miles in length, with its terminus at Dillon. The intervening stations are Bird's Eye, Alicante, Fremont Pass, Robinson, Kokomo, Wheeler, Frisco, and Dillon

Source of the Arkansas. The line from Leadville follows up the Arkansas River, and here we have an object lesson in the growth of rivers. We see from what small beginnings great things in the way of water courses grow. We see how a little brook which one could dam with a couple of shovels of mud may push its way along, "undermining what it cannot overthrow; sliding around the obstacle that deemed itself impassable, losing itself in willowy bogs, tumbling headlong over the error of a precipice or getting heedlessly entrapped in a confined cañon, escaping down a gorge with indescribable turmoil, and always growing bigger, bigger, broader, and stronger, deeper and more dignified; till it can leave the mountains and strike boldly across a thousand miles of untracked plain to 'fling its proud heart into the sea.' "

Almost in the very springs of the river, where an amphitheatre of gray quartzite peaks stand like stiffened silver-gray curtains between the Atlantic and the Pacific, we curl round a perfect shepherd's crook of a curve, and then climb its straight staff to the summit of Fremont Pass.

FREMONT PASS.

One of the Highest Railroad Passes in the World.

Elevation, 11,330 feet.

Through a charming valley the approach to Fremont Pass is made. A famous pass, with the historic name of him who has been called "The Pathfinder," although a later day has witnessed greater achievements than his among the Rocky Mountains. A journey here deserves the title of a pilgrimage, for from the summit of this pass the traveler can discern the Mount of the Holy Cross. The scene is one replete with vivid interest. Fainter and fainter grow the lines of objects in the valley, until at last the clouds envelope the train, and at the next moment the observer looks down upon a rolling mass of vapor through which the light strikes in many colored beams. The sublimity of the scene forbids all thoughts other than those of reverence and rapture.

"The snow-crowned monarchs of an upper world,
Rugged and steep and bare, the mountains rise·
Their very feet are planted in the skies;
Adown their sides are avalanches hurled.

"Time was when few and daring were the men
Who might behold this pass that Frémont gained
Through toil and danger, and its heights attained,
Perils beset the long leagues down again.

"Now all may come who seek, afar from crowds,
The grand in nature, for we now engage
The potent genii of this iron age,
Fire, steam, and steel, and rise above the clouds!"

The railroad crosses the pass at an elevation of about two miles above the level of the sea, and ranks among the highest railroad passes in the world.

Mount of the Holy Cross. From the crest of Fremont Pass the traveler looks eagerly about and soon catches sight of the sacred symbol which gives name to the famous mount. The snow-white emblem of Christian faith

gleams with bright splendor against the azure sky. The wayfarer at last realizes that he has reached the height "around whose summit splendid visions rise." This is one of the best points of view from which to behold this wonderful mountain, a more extended description of which will be found in the chapter entitled, "From Leadville to Aspen."

Downward to Dillon. On the Pacific Slope are the mines which made this region famous.

Moving on down the pleasant valley, whose level bottom is carbonate tinted, not with ore dust, but with an almost continuous thicket of stunted red willows, we pass the Chalk Mountain mines, the Carbonate Hill district, Clinton Gulch where gold ore is alleged to be worth more attention than it is receiving, and so come to Elk Mountain and Kokomo. The ore found here is a hard carbonate, running about twenty-five ounces in silver and twenty-five per cent in lead, besides a third of an ounce in gold, which is carefully separated at the smelter. Much of it is so admirably constituted that it "smelts itself,"—that is, it requires little or no addition of lead, iron, and other accessories to its proper fluxion. Continuing the journey we behold alluring pictures of mountains and cañons, of belts of timber and pleasant uplands, of green meadows and sparkling streams beloved of gamey trout and the haunts of deer and elk.

CASCADES OF THE BLUE.

This country is a paradise for the sportsman, and the rod and gun find ample range.

Dillon is the terminus of the Blue River branch and is situated in a mining country. The station is the nearest point for the lower Blue River Valley, into which good roads extend. Saddle horses and wagons can be hired to go down this river into the hunting and fishing grounds of Middle Park. (Population, 300. Distance from Denver, 312 miles. Elevation, 8,859 feet.)

OGDEN TO SAN FRANCISCO

OGDEN.

Railroad and Manufacturing Town.

Population, 32,000.

Elevation, 4,203 feet.

Distance from Denver, via Marshall Pass Line, 753 miles.

Via Standard Gauge Line, 778 miles.

Distance from San Francisco, 786 miles.

At Ogden the tourist changes from the line of the Denver & Rio Grande system to that of the Southern Pacific, both lines using the magnificent new Union Station. The train service of the two lines is continuous and no change of cars is necessary. A glance around will show one that Ogden is beautifully situated on the west slope of the Wasatch Mountains. It is well laid out and substantially built, the streets are wide, regular, well paved, lined with shade and ornamental trees, and lighted with electricity. By a good system of water works the mountain streams and springs are made to supply an abundance of pure water. Many of the private residences and grounds are very handsome, and the business blocks solid and elegantly constructed. Of the climate too much cannot be said. Utah claims the finest climate in the United States. Colorado makes the same assertion; so does California. There is no doubt that each of these great commonwealths has good grounds for its claims. Colorado and Utah have similar characteristics, while California is quite different; circumstances are said to alter cases, and this saying holds true in climate as well as in other matters. While the climate of Colorado or Utah might be a specific for one class of diseases, that of California might be much more beneficial for another class. The advice of an intelligent and unprejudiced physician should be taken before an invalid decides on his choice of location. In Utah the winters are short and mild, and the spring and fall months give almost perfect weather; the summers are warm, but not oppressively hot, and the nights are always cool and never moist. Pulmonary troubles will surely find relief, and generally a cure. Ten miles north of Ogden are Hot Springs, whose sulphur water possesses peculiar medicinal properties, and are pronounced superior to the Arkansas Springs. Hundreds of invalids visit these springs annually, and they are steadily growing in popularity. The educational and religious advantages of Ogden are on a par with those of eastern cities of the same size. Here is the center of one of the richest agricultural and mining districts of Utah. Ogden has better railroad facilities than any other town in the territory. It is affectionately called by its inhabitants the "Junction City of the West." It is the terminus of four leading trunk lines, namely: The Denver & Rio Grande, the Union Pacific, the Southern Pacific, and the Oregon Short Line. The outlook for manufacturing is excellent, the Weber River furnishing almost unlimited water power. A large dam across this stream a few miles from Ogden, provides water power for a large electrical power plant, and the electric current is transmitted to many manufacturing plants and mines and smelters. Iron ore is found in great quantities in the near vicinity, while the wool clip of the territory, and those of Idaho, Wyoming, Montana, and Nevada is enormous, and could be advantageously manufactured into cloth at this point.

Geological Features. Looking from the car window after passing Ogden, the traveler can see many things in this region indicating a thrilling geological history. That striation, extending along the side of the foothills to the right, marks the water line of a vast, prehistoric inland sea known to geologists as "Lake Bonneville," that shrunk ages ago to the comparatively small proportions of the present Salt Lake. The whole area between the Wasatch Mountains and the Sierra Nevadas was once covered by this immense body of water, in which the mountain ranges rose as islands. The lakes of the present day are all that remain of this vast prehistoric sea. The deposits which cover the lowlands are chiefly calcareous, and are often filled with fresh water and land shells, indicating a comparatively modern origin. The formation of the islands and the shore ranges of Salt Lake is metamorphic, the strata are distinctly marked and highly inclined, but attaining no great elevation, being generally overlaid with sandstone and limestone of the carboniferous age, but partly altered, the former constituting the loftier eminence, in places it is rich in fossils, while in others it loses the granular character, and becomes subcrystalline or threaded by veins of calcareous spar, the sandstones, from metamorphic action, taking the character of quartz. As the train advances, evidences of volcanic action become numerous.

Promontory. This is no longer a station on the line, but its interest is historic. It was the meeting point of the Union Pacific building from the east, and the Central Pacific building from the west. On the 10th of May, 1869, the two lines met and the junction meant the completion of the first great trans-continental railroad of America. The importance of that event is more clearly seen now than it was then, but to point out the great results is the task of a historian. An epitome of what that meeting meant is quaintly expressed by Bret Harte in a clever poem commemorative of the occasion under the title of

"WHAT THE ENGINES SAID."

What was it the Engines said,
Pilots touching—head to head,
Facing on a single track,
Half a world behind each back?
This is what the Engines said
Unreported and unread:

With a prefatory screech,
In a florid Western speech,
Said the Engine from the West,
"I am from Sierra's crest;
And if altitude's a test,
Why, I reckon, it's confessed
That I've done my level best."
Said the Engine from the East:
'They who work best talk the least.
S'pose you whistle down your brakes,
What you've done is no great shakes,—
Pretty fair—but let our meeting
Be a different kind of greeting.
Let these folks with champagne stuffing
Not their Engines, do the *puffing*."

"Listen! Where Atlantic beats
Shores of snow and summer heats,
Where the Indian autumn skies
Paint the woods with wampum dyes,
I have chased the flying sun,

Seeing all he looked upon,
Blessing all that he has blest,
Nursing in my iron breast
All his vivifying heat,
All his clouds about my crest;
And before my flying feet
Every shadow must retreat."

Said the Western Engine, "Phew!"
And a long, low whistle blew.
"Come now, really, that's the oddest
Talk for one so very modest—
You brag of your East! *you* do?
Why, I bring the East to *you!*
All the Orient, all Cathay,
Find through me the shortest way.
And the sun you follow here
Rises in my hemisphere.
Really—if one must be rude—
Length, my friend, ain't longitude."

Said the Union, "Don't reflect, or
I'll run over some Director."
Said the Central, "I'm Pacific,
But, when riled, I'm quite terrific,
Yet, to-day we shall not quarrel,
Just to show these folks this moral,
How two Engines—in their vision—
Once have met without collision."

That is what the Engines said,
Unreported and unread,
Spoken lightly through the nose,
With a whistle at the close.

To-day the Central Pacific is the Southern Pacific, and a new event in railroad life has made the region celebrated. This is the colossal engineering feat of thrusting an inch of steel across the great Salt Lake, leaving Promontory on its heights to look down in lonely abandonment on a new and shorter route, made necessary by the tremendous enlargement of traffic between the east and the west.

Ogden Lucin Cut-off. This makes a direct line across the lake and leaves Promontory and other stations as far as Umbria on the grade to the north. This is no longer used save in an emergency, the whole traffic now "going to sea by rail." The train is never actually out of sight of land, but it requires only a little imagination to give the impression of traveling at sea by rail. There are nearly 23 miles of trestling, of which 11, 10 were permanent, and 38,256 piles were driven, each representing a tree from Oregon or Texas. Placed end to end, these would measure 535 miles. The permanent trestling is in water from 25 to 35 feet at a low level of the lake. This cut-off replaces 146 miles of track by a new track measuring 102 miles and 1,515 feet vertical of grade. The time saved is seven hours in the overland travel since the elimination of curves and grades represents a total of 13,600 degrees of curvature and 3,100 feet of grade. To secure this the expenditure was close to five million dollars. About 360 miles of the old roadbed has been abandoned.

Not only had all the material used in the trestling to be transported by rail, but the water for workmen and engines, averaging 420,000 gallons per day, had to be hauled in tank cars for 80 miles, much of it for 130 miles. And all this had to be done while the ordinary business of the line went on. The time occupied was a

little more than three years. "A lot of poetry," one says, "was knocked out of Salt Lake by running a railroad across it"; "but a lot of poetry was knocked into the railroad," the practical passenger agent retorted, and this is even so. The charm of the lonely lake is scarcely broken by the advent of the locomotive, while the scenic value of that engineering feat which enables the traveler to look out over the salty remnant of a great inland sea, is an event to be reckoned on.

The air of these skying loving waters, nearly a mile above the great oceans, is part of the charm, the inspiration of mountain air with the gleaming expanse of this dead sea around you, the poetry of the one and the romantic interest of the other, the apathy of every dormant sense is stirred and the dullest nature gives quick response. The first station on the west shore is Lakeside, and there are a number of similar stopping places for the convenience of traffic as far as Umbria.

Umbria Junction. This point, and not Lucin, marks the meeting place of the old line and the new. The Toano Range lies to the south, and a great peak directly south always visible from the old line is Pilot Knob. It was the beacon of the early emigrant by which he steered for Humboldt Wells, knowing that there he would find plenty of water and grass for his weak and weary stock.

Cobre. A little station marking the western verge of the desert, and the first stops after crosing the line from Utah into Nevada. (Distance from Ogden, 137 miles. Elevation, 5,970 feet.) A railroad has just been completed from here south to the county seat and mining center, Ely.

CEDAR PASS.

The Divide between the Desert and Humboldt Valley.

Highest Elevation, 6,186 feet.

From Cobre the ascent of Cedar Pass is begun. For ten miles the grade is upward, though not remarkably steep, the road rising 216 feet. The Cedar Pass Range is comparatively low and extends from north to south, the south fork of the Humboldt River flows through these hills. The Ruby Valley lies to the east, and is sixty miles long by ten wide. The valley is occupied by farmers and is very fertile. There are a number of small lakes in the valley, among which may be mentioned Ruby and Franklin.

Moor. This station occupies the summit of Cedar Pass. Snow sheds and fences, which can be seen here and for some distance beyond, testify to the fact that the elevation is such as to cause protection against the danger of snow blockades. (Population, small. Distance from Ogden, 210 miles. Elevation, 6,165 feet.)

Wells. The grade has been a descending one since we left Moor and the descent will be continued for nearly three hundred miles. The railroad company has adopted the monosyllabic title of Wells for this station, but for nearly half a century this place has borne the popular title of "Humboldt Wells." Here the railroad repair shop and roundhouse are located, and the town consists of these and many other buildings, including good hotels. The trade of the Clover Valley, and the business of the mines at Cherry Creek, and Salmon River, together with extensive cattle raising on the nearby ranges, center at Wells making it one of the important towns of Eastern Nevada. In this vicinity, the emigrants in the old days of overland travel to California were wont to make their camp and recuperate their stock after the trying ordeal of the desert. The wells from which the place takes its name are very curious, consisting of circular openings in the ground varying in size, being from four to eight feet in diameter, and filled to the brink with water.

BLACK CAÑON OF THE GUNNISON.

No bubbles arise on the surface of the water, which trickles off through the grass and sinks into the porous soil. It is said that the wells have been frequently sounded and no bottom found. The water is somewhat brackish. There are about twenty of these pools in the little valley, and their life-giving influence can be seen in the abundant growth of grass. Because of these peculiar pools Wells is a station of considerable interest to the tourist. (Population, 500. Distance from Ogden, 175 miles. Elevation, 5,631 feet.)

Valley of the Humboldt. After the journey across the desert, the Valley of the Humboldt presents a most delightful appearance to the eyes of the traveler, who is considerably wearied by the constant view of sand and sagebrush. The valley is eighty miles in length and ten in breadth and is occupied by agriculturists and stock raisers. The river which makes this section of the country fertile rises thirty miles northwest of Wells, and, flowing southwest nearly three hundred miles, empties into Humboldt Lake, which has no outlet. The railroad follows the river closely for two hundred and seventy miles and leaves it at Brown's Station, where one has a fine view of the lake. The railroad follows for the greater part of the way the north side of the river, while the old emigrant trail, parts of which can yet be seen, pursues its course on the opposite side of the stream.

Tulasco, Bishops, Deeth, Halleck, Peko, Osino, are all small side track stations, useful to the residents of the valley and to the railroad, but of no especial interest to the tourist. After passing Peko, the railroad crosses the north fork of the Humboldt River and at Osino a cañon of the same name is entered, and we leave behind us the pleasant valley of the Humboldt.

Elko. This is one of the largest towns on the line since leaving Ogden. It is the county seat of Elko County and is well supplied with churches, schools, business blocks, and comfortable residences. It is also the seat of the state university. Elko is an important shipping point for stock and for the output of the Eureka, Tuscarora White Pine, and Cape mines, all being within a radius of from twenty five to one hundred miles. Beyond Elko some ten miles the South Fork of the Humboldt joins the river on the south, watering along its course an excellent grazing country. (Population, 2,900. Distance from Ogden, 228 miles. Elevation, 5,066 feet.)

Carlin. Between Elko and Carlin is the small station of Moleen. Some hay meadows intervene and the road passes through Five Mile Cañon, where the tourist will behold some rugged scenery. Carlin is the divisional terminus of the railroad, and here engines and crews are changed. Gold and silver mines within a radius of twenty miles are tributary to the town. (Population, 500. Distance from Ogden, 250 miles. Elevation, 4,905 feet.)

The Palisades of the Humboldt.

Height of Walls, 1,000 feet.

Objects of Interest, Red Cliff and Devil's Peak.

Twelve Mile Canon. The road penetrates the range of mountains (which trends from north to south) by way of this cañon. The walls rise on either side in rugged grandeur attaining in places a height of a thousand feet. From the peculiar stratification of the rocks resembling that of the famous rock walls of the Hudson, this cañon has been called the Palisades of the Humboldt. Red Cliff is a striking promontory in the midst of the cañon, stained with rubescent colors and rising above the track for more than five hundred feet.

Palisade. This little town nestles in the heart of Twelve Mile Cañon,

and is the junction point of the Eureka and Palisade Railroad with the Southern Pacific. The former road is a narrow gauge and was built mainly to convey ore and bullion to the great trunk line. Eureka, its terminus, is a mining town of about six thousand population, engaged principally in mining. Here are stamp mills and smelters handling fifty tons of ore daily. Palisade is the site of the machine shops of the Eureka and Palisade Railroad and is the shipping point for the agricultural regions of Pine and Diamond Valleys, and for the silver and lead ores from Eureka *en route* to the smelters at Salt Lake. Beyond Palisade Station is Devil's Peak, an isolated projection on the south side of the river, rising from the water to the height of three hundred feet. (Population, 300. Distance from Ogden, 259 miles. Elevation, 4,843 feet.)

Cluro. A small station which stands at the lower entrance of Twelve Mile Cañon, and is worthy of mention for this fact.

Gravelly Ford. This place is entitled to mention because of its historic interest. It was here that the old California trail crossed the river. The "Ford" was often the scene of Indian raids, and the hardy pioneers and the aborigines more than once tried conclusions here, and the blood of both the white and the red man often stained the flow of the Humboldt.

Beowawe. At this point the Humboldt forces its way through the Red Range of Mountains forming a natural "gate," which is the significance of the name Beowawe in the Indian tongue. Beyond the station the road passes through bottom lands covered with a thick growth of shrubbery, the willow predominating. To the south eight or ten miles lies Hot Springs Valley, taking its title from the hot springs which are found there in great number. These springs are intermittent in their flow, resembling in this characteristic, though in a lesser degree, the geysers of the Yellowstone. Beowawe is a station of no very great commercial importance, but possesses interest because of the peculiar features of the surrounding country. (Population, 50. Distance from Ogden, 276 miles. Elevation, 4,697 feet.)

The Valley Region. To the north and south of the Humboldt and nearly opposite Argenta, are several valleys; among the most important is Paradise Valley—to the north—sixty miles long by ten miles wide, and settled by prosperous ranchmen. Eden Valley, also to the north, is twenty miles long by five miles broad, and thickly settled. Reese River Valley is to the south, of variable width, not wider than ten miles, and about seventy-five miles in length. The Reese River possesses the peculiarity of sinking into the sand before it reaches the Humboldt, and only in times of great abundance of water does it flow beyond the point of its subsidence.

Battle Mountain. Important as a shipping station for the mining regions in the hills to the north and south; also the junction of the Nevada Central Railroad with the Southern Pacific. This is a narrow gauge, and its southern terminus is Austin, ninety-three miles distant from Battle Mountain, with a population of two thousand. The Nevada Central penetrates the rich mining districts of Galena, Pittsburg, Copper Cañon, and many others, all contributing to its prosperity. Battle Mountain takes its name from the range of mountains to the north of the Humboldt, between the Reese River and Owyhee ranges. (Population, 200. Distance from Ogden, 309 miles. Elevation, 4,513 feet.)

Golconda. Golconda has hot springs which in any Eastern State would attract invalids and pleasure-seekers by the thousands. The benefits derived from the use of these waters has been proven, by many patients afflicted with rheumatism,

WILLAMETTE FALLS.

nervousness and sore throats. The town is supported with the banks, business houses, deposits of merchants and all manner and conditions of people. Immense deposits of copper ore in the vicinity have been built for their reduction. The smoke of the great [illegible] copper ranges in the hills add to the picturesqueness of the scene. (Population, 700. Distance from Ogden, 351 miles. Elevation, 4,501 feet.)

Winnemucca. The town derives its name from a noted Indian Chief who made his home in this region. Winnemucca is the county seat of Humboldt County and supports one daily newspaper, two banks, [illegible] lodges and many stores, shops, etc. Its trade centers for the Oregon and county stock raising, mining, and kindred industries. The old town is in the lowland fronting the station and is hidden from sight until you approach the brink and look over. (Population, 1,500. Distance from Ogden, 367 miles. Elevation, 4,330 feet.)

The Nevada Desert. We have very fully treated upon the Nevada Desert, which we shall travel over to the eastward until Lovelock is reached, a distance of 110 miles. This stretch of railway is the most dreary and the most uninteresting of any of the deserts crossed on the entire transcontinental journey. It is characterized by an almost total absence of vegetation of any kind, and by a remarkable distribution of yucca, the remains of extinct volcanic action. These deposits of black lava are scattered over a grayish expanse of sand, and are of a general cuboid form, varying in size from that of a pea to that of a good-sized house. The railway stations between Winnemucca and Humboldt are Boyer, Rose Creek, Lima, Cosgrave, Mill City, and Imlay.

HUMBOLDT.

An Oasis in the Desert.

The Effect of Irrigation.

Distance from Ogden, 450 miles.

Elevation, 4,237 feet.

As the train stops at Humboldt, the passengers are surprised to see a beautiful little park filled with thrifty trees and carpeted with luxuriant green-sward. This oasis in the desert is the result of irrigation, and the fountain of cold, clear water that throws its rainbow-tinted spray into the air, tells the story as to how this magical transformation has been brought about. The charm of contrast is complete, and taking all things into consideration, I know of no place to be met with on the trip across the continent that the tourist will regard with more pleasure than the unexpected vision of this emerald of the desert. Star Peak, the highest mountain in the Humboldt Range, crowned with perpetual snow, can be seen only seven miles distant to the northeast, and it is a pleasure to learn that the desert gives way to the Lamson Meadows five miles to the northwest, from which large crops of hay are cut.

Rye Patch. A small station, which derives its name from the fact that wild rye grows here in great quantities. There is in operation here a ten-stamp mill which is supplied with ore from the Eldorado and Rye Patch mining districts lying to the east within a radius of fifteen miles. (Population, nominal. Distance from Ogden, 418 miles. Elevation, 4,258 feet.)

Oreana. A small station of no especial interest. A smelter is located here, and the widened expanse of the river at this point is owing to the fact that a dam has been thrown across it to secure water power. The railroad crosses the Humboldt five miles west of Oreana. (Population, nominal. Distance from Ogden, 480 miles. Elevation, 4,150 feet.)

Lovelock. This town has a brilliant outlook. Its alkali fields, its sheep and cattle market, the known mining districts tributary to it, insure the future of

this valley town. A considerable area is under irrigation and there are many highly cultivated farms and gardens in the vicinity. (Population, 2,200. Distance from Ogden, 440 miles. Elevation, 3,980 feet.)

Brown. At Brown station the tourist has a good view of Humboldt Lake, as the road approaches it closely. The town itself is of minor importance. (Population, nominal. Distance from Ogden, 508 miles. Elevation, 3,933 feet.)

Mirage. Side track station, deriving its name from the phenomenon peculiar to the desert, which has allured many an early emigrant to destruction through its deceptive influences. The green trees, the lake of bright water in which can be seen the reflection of surrounding objects, which the mirage presents to view, are only optical illusions, and those who left the beaten track to seek the refreshment apparently at hand frequently paid the penalty of their rashness with their lives. (Population, nominal. Distance from Ogden, 520 miles. Elevation, 4,247 feet.)

The Lake Region.

Facts Concerning Interesting Bodies of Water.

A glance at the map of Nevada will reveal the fact that we have now reached what may very appropriately be called the lake region. These lakes have not the clear, sweet water which one generally associates with the term; but on the contrary are brackish, and hold great quantities of alkali and chloride of sodium in solution. The most important of these lakes are:

Humboldt Lake. This sheet of water takes its name from the river which flows into, or rather through, it; the fact being that the waters of the river are collected in this basin, and are then conducted further west into Carson Sink or Lake. All the drainage carried in the channel of the Humboldt River, in its course of three hundred and fifty miles, is concentrated here; the surplus, as has been said, passing south into Carson Lake, which has no outlet. Humboldt Lake is thirty-five miles long by ten miles wide.

Carson Lake. This lake, which receives the waters of the Humboldt River, through Carson Sink, is due south from Humboldt Lake, and has no outlet. The map shows two distinct bodies of water, namely: Carson Sink and Carson Lake; but during the prevalence of rain both are united, and cover a large extent of country. Carson Lake proper is twenty miles long by ten wide.

Mud Lake is situated north of Granite Point, some fifty miles. The famous "Black Rock" stands at the head of Mud Lake. This promontory is eighteen hundred feet in height, and a strong feature in the landscape. The name of this lake is especially descriptive of its peculiar characteristics, especially during the summer when the water is low and muddy. It has no outlet, and at its season of greatest enlargement is fifty miles long by twenty broad.

Winnemucca Lake is of small extent, being about fifteen miles long by ten wide; it has connection with Pyramid Lake, which lies a short distance to the eastward.

Pyramid Lake is made the receptacle of the surplus waters of the Truckee River, the outlet of Lake Tahoe, and is about twice the size of Winnemucca Lake, being thirty miles long by twenty broad. It is embraced in an Indian reservation which has many interesting features.

Walker's Lake has no outlet. It is fifty miles long by twenty wide, and lies about a hundred miles to the south of Mirage.

Hot Springs. A small station, taking its name from the springs which

sent up the steep hills that loomed ominous on the right of the track. Population, nominal. Distance from Ogden, 535 miles. Elevation, 4,074 feet.)

Desert. This is the last station to the Nevada Desert, marking its western boundary. From here the grade is an unyielding one and when Wadsworth is reached, nine miles beyond, the desert still lies behind. Population, small. Distance from Ogden, 540 miles. Elevation, 4,020 feet.)

Hazen. This is a water station. The straightening of the line left Wadsworth, an important and interesting town of more than 1,500 population, at one side, and [illegible] Fleish is the junction for a short line [illegible] to connect with Churchill on the Nevada and California, from which in turn branches the Tonopah and Goldfield Railroad. The connection with the main line was made desirable, if not absolutely necessary, by the importance of the great gold camps which have sprung from Tonopah to Goldfield, thence to Rhyolite and Bullfrog. Still further south and far into values of the Panamint region, while to the north, between Reno and Goldfield, is Lida, and further north near the east coast of Fallon, developed by the reclamation work in the Carson sink region, is the new camp called the Hazen. These camps have grown with amazing rapidity, the richness of the deposits surpassing anything in the history of Nevada. Formerly connection was only made with the California and Nevada Railroads from Reno, Carson, and Virginia City.

Sparks is the new city and division terminus just [illegible] plain Wadsworth was virtually wrested. The extensive railroad shops and offices are located here, and the stores, homes, and other buildings present an enterprising progress. Population, 3,000. Distance from Ogden, 538 miles. Elevation, 4,413 feet.)

RENO.

Junctional Point.

Distance from Ogden. 542 miles.

Population. 8,500.

Altitude. 4,407 feet.

In addition to being the county-seat of Washoe County, Reno is a thriving business center. It possesses all the modern improvements, including electric lights. Its business blocks are well built and its public buildings creditable to the city. The State University is located here and the handsome buildings attract the attention of travelers. The town was named after General Reno, who lost his life in the battle of South Mountain. This is the junctional point for the Nevada, California & Oregon Railroad, a narrow gauge, leading northward into Lassen County, with a branch line into Plumas County. Here, also, the tourist can take the Virginia & Truckee Railroad for Carson City, Virginia City, and points to the north and south. Confirming the statement of connections, they are as follows: Virginia & Truckee Railroad for Carson, Virginia, and Mound House, connecting here with Nevada, California & Oregon Railroad for points north. Stages can also be taken to Eagleville, Alturas, Cedarville, and Lake View or Davis Creek. Reno possesses a lively interest to the traveler, as it is the junction point to the world-famed Comstock Mines.

Carson City is the State capital. It is a beautiful little city of about 2,500 people, lying in Eagle Valley on Carson River. Stages run from here to Lake Tahoe and other summer resorts in the mountains. The public buildings of Carson are creditable to the State. The United States branch mint is located here; the capitol is in the center of a plaza, surrounded by an iron fence. There are good hotels, churches, schools, and daily newspapers. It is the oldest town in the State, is tastefully adorned with shade trees, and has an abundance of good water. It is

the center of a large trade for all parts of southwestern Nevada and Mono and Inyo counties of California.

Virginia City. This famous place is on the slope of Mt. Davidson at an elevation of 6,200 feet, built along the side of the mountain. It has one main street with many steep cross-streets. In its earlier days it was a vortex of immense activity and its mines under the city were treasure houses of wealth almost beyond reckoning. The Consolidated Virginia and California mines cleared each about $1,080,000 monthly for many months. The Ophir also paid fabulous dividends for years. The products of these mines at one time excited the world. The city has declined in population, but the mines are still yielding ore, and with modern machinery will have many years of activity.

Climbing the Sierra Nevada Range. After leaving Reno the grades grow steeper, and the traveler prepares himself for the grand and striking scenery which he will have the pleasure of beholding until the passage of the Sierra Nevada Mountains has been made. For fifty miles the ascent continues until Summit Station is reached, the highest point attained by the Southern Pacific Railroad on its transcontinental line from Ogden to San Francisco. From Reno the road follows up the course of the Truckee River, and soon enters Truckee Cañon. The course of the river is tortuous and the road quickly changes sides, giving varied and interesting views of towering rocks, foaming water, and pine-clad mountains. In quick succession the following small stations are passed:

Verdi, Floriston, Boca. The country between Verdi and Truckee seems pretty well given up to the production of lumber, great quantities of ties, logs, and boards being piled beside the track. The river is used as a facile means of transporting these products of the forest. Ice storehouses and paper pulp mills also abound here.

Truckee stands at the eastern base of the Sierra Nevada Mountains, and the first station we reach after crossing the line between Nevada and California. The town is well built and extends mainly along the north bank of the Truckee River. Lumber is the leading industry, and where the town now stands, once stood a dense forest. It is estimated that the Truckee Basin will supply at least 4,000,000,000 feet of lumber, or enough to keep the sawmills going at their present rate for a hundred years. The roundhouse for this division of the railroad is located here. Truckee is the shipping-point for Donner Lake and the towns of the Sierra Valley. Lake Tahoe is reached (14 miles distant) by the Lake Tahoe Railway and Transportation Company. Narrow-gauge line. Stages can be taken for Donner Lake (two miles) and Webber Lake; also for Sierraville, Sierra City, and Plumas, Eureka Mine. (Population, 1,500. Distance from Ogden, 577 miles. Elevation, 5,819 feet.)

Lake Tahoe. "There is a grandeur and enchantment at all times in the scenery which environs the lakes of this region and never-ending means of pleasure and exhilaration on their waters; and the panorama of mountain and valley, meadowland and woodland, sunshine and cloud, as viewed from Tahoe City is spacious, inspiriting and impressive. This view is an unspeakably fine one; within the magnificent frame of the Tahoe range is Lake Tahoe, sometimes tranquil, sometimes turbulent, but always lovely. The summer sunsets on Lake Tahoe are remarkable for their great beauty and wealth of coloring and are grander than those mirrored on Lakes Como and Maggiore. No painter would ever dare to put upon canvas the variegated colors of Tahoe's waters in a summer sunset. None but those who have witnessed the scene would be persuaded of its reality. Such beauty could not be were it not for the highly reflective qualities of the pure effluent

waters which serve as a polished mirror of French plate-glass." Such is the glowing language of a much traveled author, whose words, though eloquent, fail of depicting the entrancing loveliness of the scenes which one can here behold. But it is no reflection upon the descriptive powers of any writer to say that he has fallen short of the reality. Surely if these scenes are beyond the powers of the artist, no discredit can follow when the writer's pen fails to attain to the full measure of their grandeur and beauty.

LAKE TAHOE.

The "Gem of the Sierra."

Distance from Truckee, 15 miles.

Length of Lake, 23 miles.

Breadth of Lake, 13 miles.

Depth, 1,800 feet.

Lake Tahoe, one of the most beautiful mountain lakes in the world, lies in the heart of the Sierras, 6,225 feet above the sea, while mountain peaks surround it, rising to an additional height of from two to four thousand feet. It is 23 miles in length, 13 miles in breadth, and from 100 to 1,800 feet in depth. Its waters are famous the world over for their crystal purity, and their transparency is so absolute that the fish, which abound in great numbers, can be seen distinctly as they swim beneath you, at a distance of eighty feet. On its lovely shores are situated some of the most delightful summer resorts. The mid-summer air is cool and invigorating, the hunting and fishing excellent, and the landscape picturesque and a never-ending delight to the eye. It is reached

LAKE TAHOE.

from Truckee by the Lake Tahoe Railway. The old stage ride from Truckee to the lake was a most charming experience, and is thus described by Mr. N. H. Chittenden, a traveler of some distinction: "It was a glorious morning, bright and cool, a rain having fallen the previous evening, tempering the dry mountain air fragrant with the sweet odor of the pines, to a delicious, exhilarating fresh-

ness, and also effectually laying the dust. It is a magnificent drive, following up the dashing Truckee, a fitting outlet for the world's crowning gem of mountain lakes. From thirty to fifty feet in width, clear as crystal, pure and cold, it courses swiftly down the mountains, frequently a foaming rapid, but interrupted in its headlong descent by several dams. The valley is from three-quarters to a mile across, the mountains generally not precipitous or very high, though presenting several bold, towering granite cliffs and peaks from five hundred to one thousand and eight hundred feet above the river. The most prominent of these, from their resemblance to the human face, are known as the 'Old Woman' and 'Old Man' of the mountains, and the 'Duke of Wellington.'

DONNER LAKE.

The tour of the lake is made by a fine steel excursion steamer which is taken at Tahoe City. The surroundings of the lakes are picturesque in the extreme. Beginning at the right, the coronet of mountains, which surrounds the lake, may be named as follows: the Rubicon Peaks, 9,287 feet above the sea; Mount Tallac, 9,715 feet in height; Mount Ralston, 9,140 feet; Pyramid Peak, 10,052 feet; Job's Peak, 10,637 feet; Geneva Peak, 9,135, and the summits of the Tahoe Range. Down the steep, forest-covered sides of these mountains swiftly descend numerous beautiful streams, Ward's Creek, Blackwood's, McKinney's, Phipp's, Meek's Bay, Lonely Gulch, Cascade Falls, Cascade Lake, Taylor, Little Truckee River, Big Truckee River, Jim Small's Creek, Sevory Cove Creek, Glenbrook, Secret Harbor Big Griffin's Cornelian Bay, and Gordon's Creek being the most important. There are fine hotels, "Tahoe Inn," the "Talluc," and others; comfortable houses dotting the shore at intervals.

The shores of Lake Tahoe are indented with beautiful bays, Crystal, Cornelian, Meeks, and Emerald, the latter being the largest and most frequented. It is about eighteen miles from Tahoe City, three miles long, and about a half mile in

width. Ben Holladay built a summer residence here, which his family occupied until it was burned in 1879.

Captain Dick, an eccentric old English sailor, chose this wild mountain retreat for his home, built a cabin, and chiseled out a tomb in the solid rock, on the lonely rock-bound island near the entrance. Falling overboard, while intoxicated, Lake Tahoe, which it is said, never gives up its dead, became his last resting-place, instead of the grave he had prepared.

The shores of the lake are dotted with summer residences and pleasure resort villages. Among the latter may be mentioned Tahoe City, Glenbrook, Tallac, Rowlands, and McKinneys. Glenbrook is a very pretty village and is the business centre for Lake Tahoe. The thousand and one attractions of this lovely lake can obtain but little justice in so brief a description as can be given here; indeed, the most elaborate description would fall far short of the reality, and only he who has had the extreme good fortune to visit the spot can form an adequate idea of its charms.

Donner, Webber, and Independence Lakes.

Waters of Crystal Whiteness.

Donner Lake. Made memorable by the terrible fate of the Donner party, thirty-four of whom died of starvation on its shores in the year 1846, and taking its name from the leader of this unfortunate company, Donner Lake commands especial attention for its historical associations. Its beauty gives it a leading position among the lakes of the Sierras and has been made familiar through the well-known paintings by Bierstadt. Only three miles from Truckee, it is easy of access. It is about three miles long, one and a half miles wide, and two hundred and fifty feet deep. Its shores are gravelly and the lake is surrounded by great forests of pine, fir, and tamarack.

Webber Lake, a perfect gem, lies in the Sierra Nevadas, about twenty-six miles from Truckee, at an altitude of 6,925 feet above the sea level. It is circular in shape; its waters crystal white, and with a depth of eighty-four feet. It is considered one of the finest fishing grounds in California, the trout being large and numerous, gamey, and delicious. About three-quarters of a mile away from the lake are the falls, having a descent of 105 feet.

Independence Lake, sixteen miles from Truckee, and ten miles from Webber, is another one of those beautiful gems. It is two and one-half miles long and three-quarters of a mile wide. Its waters are alive with trout.

Climbing the Sierra Nevada Range. The ascent of the Sierras begins at Truckee. In order to protect travelers from delay in inclement weather, the railroad company have constructed an almost uninterrupted line of snow-sheds for forty miles. These sheds interrupt the view, but they serve an eminently practical purpose and are necessary for winter travel. Through the loopholes cut in the sides of the sheds the tourist catches tantalizing glimpses of magnificent scenery. Donner Lake can be seen below us, gleaming like a diamond in its granite setting, while a panorama of pine-clad hills and splintered mountain pinnacles is spread before us. Plunging onward through the snow-sheds, the two great engines drag the train upward, while below can be seen the winding roadway we are ascending. Rumbling through a tunnel the train comes to a halt on the highest railroad point in the Sierras.

Appropriately named, this station is the summit of our railroad ascent. For

SUMMIT.

The Highest Railroad Point in the Sierra Nevadas.

Elevation, 7,018 feet.

Distance from Ogden, 638 miles.

many years it held the pre-eminence as the highest railroad point in North America, and it still deserves renown as the first to lay claim to so lofty an estate. This is the "divide" from which flow various streams through devious courses to empty at last at widely divergent points into the great Sacramento. Among these streams are the Bear, the American, and the South Yuba Rivers. The scenery around Summit is of the grandest description. The mountains tower above us to an altitude of ten thousand feet. Lakes lie below us and waterfalls glimmer down the sides of distant precipices. Here the sportsman can find ample scope of enjoyment. Bear and deer and a vast variety of game haunt the wooded fastness and the streams abound in trout.

Cascade. Six miles beyond Summit we pass Cascade, crossing a branch of the Yuba River. To the westward lies Summit Valley, a charming spot for a summer resting-place. It is well watered and abounds in luxuriant meadows, which are utilized by stock and dairy men, who have found here an ideal spot for their purposes. Cascade is a growing shipping-point for cattle and their products. (Population, nominal. Distance from Ogden, 644 miles. Elevation, 6,645 feet.)

Soda Springs. Many large soda springs give their name to this side track. Their waters are pleasant to the taste and medicinal in character. One of the springs has been improved and its waters are bottled for shipment. There are also hot springs in the near vicinity. (Population, small. Distance from Ogden, 647 miles. Elevation, 6,749 feet.)

Emigrant Gap. Here we catch the last sight of the old emigrant wagon road, which we have seen from time to time for the last two hundred and fifty miles. (Population, 200. Distance from Ogden, 613 miles. Elevation, 5,225 feet.)

Blue Cañon, Shady Run, Towles, and Alta are small stations which we pass in rapid succession.

Dutch Flat. Population, 700. (Distance from Ogden, 629 miles. Elevation, 3,595 feet.)

Historic Ground. To the "men of '49" the names of Alta and Dutch Flat call up many memories of stirring times. The stages still run from Dutch Flat to "You Bet" and "Little York," where mines are still worked; but the palmy days made historic by the achievements of the "John Oakhursts," "Sandy McGees," and "Hank Monks" have passed away. A glimpse can be caught of a scenic attraction of paramount interest as the train passes Shady Run. This is the famous American Cañon, with walls two thousand feet high, and of such wonderful perpendicularity that the American River, which flows between them, has never been ascended for a distance of two miles—the extent of the cañon.

There are few mountain passes more famous than that known to the world as "Cape Horn." The approach to it it picturesque. The north fork of the American River is seen raging and foaming in its rocky bed, fifteen hundred feet below and parallel with the track. A little further on we see the north fork of the North River leaping in snowy cascades down the mountainside. The train rolls on and soon is clinging to the side of a mountain wall, which climbs to the clouds above it and drops to the waters beneath; a hand thrust from the window of the car could drop a stone straight as the plummet falls, into the chasm, two thous-

and five hundred feet below. We are rounding Cape Horn! The road having been carved from the solid rock by workmen, when building the same were suspended from the cliff above by means of ropes until they had blasted sufficient to gain a foothold. A beautiful valley lies beneath us to the left, and across this vale on the opposite can be seen the line of road on which we shall soon appear. The descent now begins, and Rice's Ravine is crossed, the tressle bridge being 878 feet in length and 113 feet in height. The narrow gauge railroad, which we see beneath us, is the line from Colfax to Nevada City. From the trestle we pass to an embankment, and from the embankment to the solid roadway on the side of the bluff. We have followed the curving road until now we are opposite the tremendous precipice, from whose fearful height we have but just descended.

CAPE HORN.

A Scenic Wonder.

Colfax. Named after the statesman, Schuyler Colfax, a steadfast friend to the Southern Pacific Railroad during the early days of its existence. This town is thriving and prosperous. Fruit raising has taken the place of the original industry of mining, and the financial results appear to be eminently satisfactory. There is a large and handsome depot erected at this place, it being the distributing point for Grass Valley, Nevada City, and a large area of agricultural and mining country. The trains of the Nevada County Railroad (narrow gauge) run to and from this depot. (Population, 1,000. Distance from Ogden, 642 miles. Elevation, 2,422 feet.)

Auburn. The approach to Auburn is made through a rugged country, a tunnel seven hundred feet in length being passed just before reaching Clipper Gap —beyond this can be seen the famous gold-fields, now abandoned. The town of Auburn is embowered with fruit trees, is well built and prosperous, having first-class hotels, good water, electric lights, street railway, and all "modern improvements." Many of the residents of San Francisco and Sacramento spend a part of their summers at this mountain town. Fruit raising has usurped the place of mining among these foothills of the western slope—vineyards, orchards, and vegetable gardens, are now seen on all sides This condition of things exists all along the slope, and for a distance of twenty miles we pass through California's semi-tropical fruit belt. The quarrying of stone and stock raising are also important industries. (Population, 2,500. Distance from Ogden, 660 miles. Elevation, 1,360 feet.)

Newcastle. Is situated in the midst of a rich farming region, and is an important shipping point for the Placer County fruit belt. Here are, also, a number of extensive canning and fruit drying establishments, with unlimited capacity. The early citrus fruits are grown and shipped from this point. (Population, 750. Elevation, 970 feet. Distance from Ogden, 665 miles.)

Leaving Newcastle we pass Penryn and Loomis, both of which are fast becoming famous as distributing points for the fruits of this fruitful region.

Rocklin. This little town lies at the base of the foothills, and is famed for the excellent quality of the granite found in its quarries. The roundhouse and machine shops of the railroad company, located here, are built of this material. The State House at Sacramento, and many of San Francisco's "sky scrapers," are erected of Rocklin granite. (Population, 1,500. Distance from Ogden, 674 miles. Elevation, 249 feet.)

CALIFORNIA STATE CAPITOL, SACRAMENTO.

Roseville. This station is the junction point for the east side of the great Sacramento Valley and Portland, Oregon; it is here the "Shasta Route" of the Southern Pacific Railroad intercepts the main Transcontinental Line. (Population, 450. Distance from Ogden, 678 miles. Elevation, 163 feet.)

The Plains Region. A glance from the car window, or a reference to the elevation of Roseville, given in the paragraph above, will show the tourist that the region of mountains and foothills lies behind him, and that the fertile plains of California have been reached. Broad expanses of gently rolling country greet the eye, dotted here and there with the round-topped, dark-foliaged live-oaks, which form strikingly characteristic features in the landscape. Here and beyond in the Sacramento Valley are the great wheat-fields of the State, famous in the past for their enormous yield and the magnificent scale upon which the raising of this cereal is carried on. Now, however, fruit raising is gradually usurping this territory, and orchards and vineyards are frequently seen.

American River Bridge. This bridge spans the current of the American River, and Sacramento is only three miles distant. (Distance from Ogden, 693 miles. Elevation, 49 feet.)

SACRAMENTO.

California's Capital.

Population, 40,000.

Elevation, 30 feet.

Distance from Ogden, 696 miles.

As is the almost universal rule in the case of large cities one gets a very unsatisfactory view of the town from the railroad station. Several days can be pleasantly and profitably spent by the tourist in Sacramento. It is handsomely built, and its shaded streets and flower-ornamented yards present an exceedingly attractive appearance. It has a complete system of electric street railways. Being the capital of California, the county-seat of Sacramento County, and the third commercial city in the State, it has a most prosperous present and promising future. More trains arrive and depart each day than in any other town or city in the State. Sacramento, being the geographical center, it is the great distributing point for California. Three-fourths of all the fruits shipped from this State each year are shipped from this point. It is at this place all the principal buyers and shippers locate for the purchase of fruits and vegetables. The Southern Pacific Company's shops (which employ from 2,000 to 3,000 men constantly, covering an area of twenty-five acres of land), the largest cannery and packing-houses in the State, a woolen mill, foundry, machine shops, etc., are located in Sacramento. For a manufacturing town, the location of Sacramento cannot be excelled. It is ninety miles from San Francisco, with which it is connected by numerous daily trains, and by river steamers. Many of its wholesale houses rival those at San Francisco in the amount of business transacted. It has fine wide streets lined with shade trees, many substantial business blocks, elegant residences, and good hotels. The State Capitol, State Printing Office, State Agricultural Exposition Building (the largest west of the Missouri River), a Free Library, the largest Art Gallery (with one or two exceptions) in the United States, an Old Ladies' Home (where old ladies have the same care and attention, if not better, than they would have in their own homes), are located in Sacramento, the two latter were donated to the city by that most estimable and philanthropic of ladies, Mrs. E. B. Crocker. In fact, Sacramento is the great metropolis of the Sacramento valley.

The first railroad in California, extending from Sacramento into El Dorado

FEBRUARY, SACRAMENTO VALLEY.

VINEYARD, SACRAMENTO VALLEY.

County, was formally opened on February 22, 1856. Work on the Central Pacific Railroad was inaugurated at Sacramento January 8, 1863, and the last spike was driven May 10, 1860. Sacramento is on the line of the California & Oregon, Western Pacific, Central Pacific, California Pacific, and Sacramento & Placerville Railroads. All these roads are of the Southern Pacific System. The Company's principal hospital is also located in this city. A line of steamboats runs to San Francisco on the Sacramento River and the bay, and another as far up the same stream as Red Bluff. The Sacramento River is spanned opposite the city by a railroad and wagon bridge, connecting it with the town of Washington, Yolo County; and the American River is bridged on the line of Twelfth Street, and also by a railroad bridge a short distance above. All the bridges in the county and all roads are free. The capital of California was permanently located at Sacramento February 25, 1854, and in 1869 the present capitol building was completed, at a cost of about $3,000,000. The building is the finest in the state. In the Capital Park are also the exposition pavilion of the State Agricultural Society, and the State Printing Office, in which are printed, in addition to the usual work for the state, the text-books for use in the public schools. The State Agricultural Society has also an extensive park for the exhibition of stock, and one of the finest race tracks in the world. The State fairs are annually held in September. The Masons and Odd Fellows have each imposing temples, in which their lodge-rooms are located. The United States Government has erected a postoffice building, for which an appropriation of $100,000 was made. The County Court House (formerly used for a state capitol) cost $200,000; and a brick and iron hall of records has recently been completed at a cost of $50,000. The County Hospital, built on the pavilion plan, can accommodate one hundred and seventy-five patients, and cost $75,000. The State Library contains some sixty thousand volumes; the Free Public Library, of twelve thousand volumes, with the two-story building in which it is contained, is the property of the city, and is maintained by a city tax. The order of Odd-Fellows maintain a library of about eight thousand volumes. The Crocker Art Gallery is also the property of the city. It is a brick and iron building, three stories high, and in it are contained some of the finest paintings and statuary, together with an extensive cabinet of minerals, the property of the State.

Washington. Leaving Sacramento, and crossing the Sacramento river on a bridge 600 feet in length, the train passes through Washington, which is a suburb of the city. Beyond we cross a belt of swampy country known locally as "The Tules." The track is elevated above the danger of floods by means of embankments and a trestle bridge.

Davis. This place is the junction with the main line of a branch passing through the west side of the Sacramento Valley to Tehama, the country round about being rich and fertile, and capable of producing an unlimited amount of fruit, cereals, and vegetables. (Population, 750. Distance from Ogden, 709 miles.)

Tremont, Dixon, Batavia, are soon passed when we arrive at

ELMIRA.

Junction Point to Vaca and Capay Valleys.

At this point the tourist will do well to take the side trip through the great Vaca and Capay Valleys. These valleys supply all the earliest fruits and vegetables. The soil is of surprising fertility, yielding bountifully of every crop with no necessity for irrigation. The climate is superb, it being a continual Indian summer the entire year. The health of the inhabitants, their industry, wealth, and prosperity, have all tended to make this place the

BYRON HOT SPRINGS HOTEL.

most desirable for settlement. Semi-tropical and citrus fruits grow luxuriantly, and are of unusual size and lusciousness. These valleys are veritable gardens of Eden, and a continuous panorama of a beautiful and picturesque country. Vallejo, Fairfield and Suisun are more or less important towns, but of no especial interest to the tourist. Having passed Suisun the waters of Suisun Bay approach the track, and at high tide ripple against the embankment. For many miles this bay is always in close proximity.

Army Point. Distance from Ogden, 750 miles. This is the station for the headquarters of the United States army in California.

Benicia. Situated on the southern slope of the Suisun hills, Benicia extends down to the bank of the Sacramento River. This is the head of navigation for sea-going ships and is a very charmingly situated city. Benicia was at one time the capital of California, but is now a quiet residence town, with a number of large manufacturing interests to maintain its commercial importance. Population, 3,500. Distance from Ogden, 753 miles. Elevation, 10 feet.)

Crossing the Straits of Carquinez. From Benicia to Port Costa the journey is continued on the Solano, the largest ferry-boat in the world. This boat can transport at one time fifty-four loaded freight cars and consequently finds no difficulty in bearing our entire train, including the monster locomotive, safely across the straits, a distance of one mile, with an expenditure of little, if any, more than twenty minutes of time. To most, this experience is a novel one, and the cars are quickly emptied by their occupants, and the tourists gaze delightedly at the broad expanse of waters and inhale gratefully the invigorating saline odors wafted from the neighboring ocean. The cars are run directly onto the boat and when Port Costa is reached the journey by rail is resumed.

Port Costa. Here the sea-going ships can be seen lying close to the wharfs, and the tourist begins to appreciate the fact that his long journey to the Pacific coast is nearly completed. At this point the Southern Pacific's line to Los Angeles and the San Joaquin Valley branches to the southwest.

Vallejo Junction. Vallejo lies across the straits a distance of two miles. At this junction a branch line runs to Napa and Calistoga, also to Santa Rosa.

Pinole. Another town of wharfs and warehouses.

Sixteenth Street, Oakland. This is the small station for the large city of Oakland. (Population, 102,000.) The great Bay of San Francisco lies to our right and beyond can be seen the spires of San Francisco.

Oakland Mole. This marvel of engineering has been constructed for two miles directly out into the bay. At its terminus is an immense building containing waiting-rooms and all necessary accommodations for the convenience of the great army of travelers who disembark on the arrival of trains. All the passenger trains for the east, north, or south are made up at this depot, and here all incoming passengers leave their trains and are transported on magnificent ferry-boats to San Francisco.

FERRY STATION, SAN FRANCISCO.

SAN FRANCISCO TO SAN DIEGO.

(Note The following descriptions of San Francisco refers to the city as it was prior to the fire of April 18, 1906.)

SAN FRANCISCO.

The Great City
by
The Golden Gate.

Population, 458,000

The first view of San Francisco which the overland tourist obtains from the bow of the ferry-boat that bears him from Oakland Mole to the foot of Market Street, is most enchanting. A city set on a hill, beautiful for situation, it commands attention and demands the most enthusiastic admiration. Nor does "familiarity breed contempt." The first pleasant impression is confirmed and deepened by every day's experience within the gates of this most hospitable and beautiful city. Fitz Hugh Ludlow, whose early death was a great loss to literature, if one may judge by the early fruitage of a tree too soon cut down by cruel frost, speaks glowing words, and true ones, of this city by the sea. He says: "To a traveler paying his first visit, it has the interest of a new planet. It ignores the meteorological laws which govern the rest of the world. There is no snow. There are no summer showers. The tailor recognizes no aphelion or perihelion in his custom; the thin woolen suit made in April, is comfortably worn until April again. Save that in so-called winter frequent rain falls alternate with spotless intervals of amber weather, and that *soi-disant* summer is an entire amber mass, its unbroken divine days concrete in it there is no inequality on which to forbid the bans between May and December. In San Francisco there is no work for the scene-shifter of Nature. The wealth of that great dramatist, the year, resulting in the same manner as the poverty of dabblers in private theatricals—a single flat doing service for the entire play. Thus, save for the purposes of notes of hand, the almanac of San Francisco might replace its mutable months and seasons with one great, kindly, constant, sumptuous All the Year 'Round. Out of this benignant sameness what glorious fruits are produced! Fruit enough, metarphorical, for the scientific man or artist who cannot make hay while such a sun shines, from April to November, must be a slothful laborer indeed. But, fruit also literal; for what joy of vegetation is lacking to the man who, every month in the year, can look through his study window on a green lawn, and have strawberries and cream for his breakfast. Who can sit down to this royal fruit, and at the same time to apricots, peaches, nectarines, blackberries, raspberries, melons, figs, both yellow and purple, early apples, and grapes of many kinds."

But aside from the claims of climate, which appealed so strongly to Ludlow, San Francisco has artistic and architectural claims that command respect and admiration, to say nothing of her vast commercial and mercantile interests.

San Francisco has suffered greatly from fire in the past, but has always arisen from its ashes in renewed beauty.

Elaborate plans have been recently made for beautifying San Francisco, Daniel H. Burnham of Chicago having been occupied for many weeks in studying from a vantage point on Twin Peaks the topography of the city A strong organization

is behind the movement which contemplates the expenditure of perhaps fifty millions of dollars and requiring half a century of time. But the sentiment is deeply rooted and the great structures which are now going up yearly, and adding immensely to the attractions of streets but little adorned by the early architecture, will keep this sentiment alive. The situation is commanding.

When the Oakland ferry-boat, a most magnificent steamer by the way, enters her pier, at the magnificent ferry depot, at the foot of Market Street, the traveler will find ample means of conveyance to any hotel. If of an economical turn of mind he can board a cable or an electric car, after running the gauntlet of vociferous "cabbies," and for five cents be carried smoothly and quickly to almost any part of the city; or, handing his baggage checks to one of the agents of the United Carriage Company, he can drive to his destination in considerable more "style," and at a moderate expense, the amount being determined by the distance traveled—but extortion need not be feared, as cab fares are regulated by a city ordinance. Once at home in hotel or lodgings—and San Francisco can furnish either of these of the very best character—the traveler can map out excursions in the city and its environs that will pleasantly occupy his time for a fortnight, or which can be crowded into the space of three or four days.

CLIFF HOUSE
AND
SEAL ROCKS.
Novel and Characteristic Attractions.

Everybody has heard of the Cliff House and the Seal Rocks. These attractions are pretty sure to command first attention. The Cliff House may be reached by three carriage routes. These are tersely described by Mr. Charles Turrell, in his valuable California notes, as follows: "One of these routes is the old road that begins at the Mission and winds over the hills, affording many attractive views of the city and the bay beyond, the Contra Costa Mountains and Mount Diablo towering in the remote east. This road descends to the ocean beach, passing near Merced Lake—Laguna de la Merced—the largest lake in the county. From the Ocean Side House to the Cliff House, a distance of some two and a half miles, the road follows the sandy beach. As this road is quite long, and the latter part very heavy, but few follow it. Another route is by Point Lobos Avenue, a broad, well-paved street, commencing at the western end of Geary Street and continuing in a straight line to the ocean beach. This was for many years the fashionable drive for San Franciscans. However, since the Golden Gate Park has been opened, and its serpentine drives to the beach completed, the Point Lobos road has fallen into disuse." This drive is the one we took, and we found it a most charming way. There are several street railway lines leading direct to the Cliff House, and by the use of the liberal "transfer" system a journey to the Cliff House can be made for ten cents. These car lines pass through the residence portion of the city and serve a double purpose, that of viewing the city while *en route* to its confines. From Inspiration Point we obtained a fine view of the Pacific Ocean and the Golden Gate. The most characteristic objects of interest at the terminus of this drive, or car ride, are the Seal Rocks and their curious occupants. The rocks are conical in shape, three in number, and vary in height from twenty to fifty feet. These rocks are the haunts of seals, and it is said that there is never a moment when scores of these curious marine-mammals may not be seen basking in the rays of the sun on these rocks, or struggling among themselves for a place thereon. These seals are protected by law, and there is, therefore, no great danger of future travelers visiting Seal Rocks only to be disappointed.

The Cliff House is conducted as a first-class hotel and restaurant, and all creature comforts are here obtainable.

CLIFF HOUSE.

There are numerous other attractions in the vicinity of the Cliff House, notably among them being Sutro Heights, the private grounds and art collections of former Mayor Sutro, a beautiful spot overlooking the Cliff House and Seal Rocks and the ocean.

Sutro Baths are considered the grandest and largest in the world. There are several bathing tanks varying in size, depth, and temperature, with swimming accommodations for two thousand bathers A large rock basin reservoir catches the ocean water at high tide to supply the tanks. When the tides are low during the summer season a pumping plant is put in action. The museum in the building contains a fine collection of interesting articles from all parts of the world. Adjacent to Cliff House and Sutro Heights.

CONSERVATORY, GOLDEN GATE PARK.

SAN FRANCISCO BAY.

A Beautiful Sheet of Water, and Land-Locked Harbor of Inestimable Value.

San Francisco Bay. As a harbor it ranks among the few great seaports of the world. A land-locked sheet of water, some fifty miles long, and of varying width. It has the advantage of lying at the central edge of a great area of agricultural land. The shipments through this port are very heavy, giving constant employment to a large fleet of steamers and sailing vessels. It is, also, the terminal point of the great transcontinental routes. If the tourist will take a seat on the dummy of either the California Street or Jackson Street cable cars and ride as far as Mason Street, the trip will be amply rewarded. Perhaps the best time to view this mag-

SAN FRANCISCO AND BAY.

nificent panorama would be in the forenoon. To the left we have the Golden Gate, the wonderfully beauteous entrance to the still more beautiful bay; to the right the sheet of water merges into the distant hills bordering the Santa Clara Valley. Before us lie, in semi-circular form, Mt. Tamalpais, standing on the northern side of the Golden Gate; Saucelito, San Pablo Bay, the *débouchere* of California's two great rivers—the Sacramento and San Joaquin; then we have the Contra Costa Mountains, and, just beyond, Mount Diablo's graceful peak, while nestling at their base we distinctly trace the towns of Berkeley, Oakland, Alameda, Haywards, and Oakland Mole. The steamers of the ferry lines may be viewed plowing their rapid way to and from San Francisco. Close to the Pier, Goat Island rises three hundred and forty feet out of the water. It is the most southerly island, in the bay, save the Mission Rock, now surrounded by warehouses, etc. West of Goat Island is Alcatraz Island, situated about one mile due east of the Golden Gate, whose entrance it commands. It is one-third of a mile long and one-tenth of a mile wide, irregular in shape, and contains about twelve acres, composed mainly of solid rock. A perfect belt of batteries surround the island, mounting several very heavy guns on all sides as well as on the top. On the highest point of the island stands a light-house, whose light can be seen, on a clear night, twelve miles at sea, outside of the Golden Gate. Next in succession is Angel Island, three

miles north of San Francisco, the largest and most valuable island in the bay. It contains six hundred acres of excellent land, watered in many places by natural springs. Three fixed batteries, mounting large, heavy guns, are here besides large barracks, accommodating the garrison. On the bay we see craft of every kind, from the tiny skiff to the monster ocean steamers. Scows and steamers may be seen in every direction; the propeller, the paddle-, are all here in busy activity. Fringing the water front is a forest of masts, the black hulls from whence

MARKET STREET, SAN FRANCISCO.

they spring being scarcely visible on account of the long line of the sea-wall and warehouses that intercept the view. In every direction, lying peacefully at anchor, are vessels just arrived or about to depart. Here, too, snugly harbored, are the little yachts of the different clubs—white-winged birds of pleasure.

There are several "squares" in San Francisco, the most noted of which is Portsmouth Square, with an area of 275 by 204 feet 2 inches. Its history is important. On July 8, 1846, Captain Montgomery, of the United States sloop-of-war Portsmouth, then lying in the bay, at the command of Commodore Sloat, raised the American flag on the plaza of what was then called "Yerba Buena"—now San Francisco. A salute of twenty-one guns from the Portsmouth announced the fact that the United States had taken possession of northern California. This square was then named Portsmouth Square, and at the same time Montgomery Street was named in honor of the captain.

Telegraph Hill is dear to the hearts of old Californians. In 1849 a signal station was established on this elevation, and the dwellers at the "Bay" were notified of the approach of vessels from sea by means of a well-understood system of signals. A tract of 275 feet square on the summit of the hill has recently been purchased by some public-spirited citizens and presented to the city for a perpetual park.

Many tourists take interest in the cemeteries of a city; to such a brief mention of those in San Francisco will be interesting. Most of these "cities of the dead" are best reached via the Geary Street cable line. Laurel Hill Cemetery, near the foot of a solitary hill, called Lone Mountain, presents the finest examples of mausoleum architecture in California. Landscape gardening contributes greatly to the beauty of the scene.

The four principal cemeteries of the city surround Lone Mountain. They are "Laurel Hill," "Calvary," the Roman Catholic burial ground, and the cemeteries of the Masons and the Odd Fellows.

The
Mission Dolores.
Oldest Building in San Francisco.
Founded Oct. 8, 1776.

The oldest building in San Francisco and the one most noted, considered historically, is the Mission Church, on the corner of Dolores and Seventeenth Streets. Considerable of the original building remains and many of the interior decorations have been, to a certain degree, retained in their pristine state—sufficient to recall the times of the early fathers. The adobe walls are three feet thick, resting on a low foundation of rough stone, not laid in mortar; and the roof is covered with heavy semi-cylindrical tiles. The floor is of earth, except near the altar, and the entire structure rude in character and still used for purposes of worship. Adjoining it is the Mission Cemetery, not used for purposes of interment since 1858. Many of the inscriptions on the tombs are in Spanish. Clustering around the mission are a few adobe buildings, red tiled but dilapidated, yet speak to the thoughtful of five score years and more. It is best reached by taking the Castro Street cable car.

The theaters are numerous and first class, but English theaters are the same in kind the world over, and need no special description. Not so, however, with the Chinese theater. This is *sui generis*, entirely novel and of remarkable interest. There are two or three of these theaters in San Francisco, and the histrionic peculiarities of the Celestrial drama can here be seen in greater perfection than in any other city in the world, with the exception of those of China. There is no danger in visiting these theaters, as they are as well conducted, in their peculiar Chinese way, as any other place of amusement; but if there is a party, especially if it contains ladies, the escort of a guide should be secured. Through his influence and acquaintance seats can be obtained upon the stage, and a fine view of the wonderful performance obtained. The stage has no scenery. The orchestra occupies the back of the stage, and the most industrious member of it is the man who manipulates the big bronze cymbals and the gongs. This fellow punctuates the dialogue with vigorous blows on his loud-resounding instruments, giving to the drama the characteristic of operatic recitative. The other instruments are the Chinese violin and fife. The result is a queer kind of barbaric harmony, but to the English ear there is absolutely no melody. The "property" man sits on the stage in full view of the audience and supplies the actors with such properties as they may need during the action of the play. The actors are masters of their art. They possess great facial mobility, and even through their conventional "make up" one can

recognize their histrionic ability. No women are allowed to act in the Chinese dramas, and all female characters are played by men. These actors are exceedingly clever, and in voice and action imitate the weaker sex most admirably. A good female impersonator receives a very large salary from the management. Whenever it is necessary to personate a death upon the stage, the actor lies quietly for a moment, and then calmly rises and walks off. A stick with a tuft of horsehair represents a horse, and a gesture of the leg signifies that the cavorting animal has been mounted. After all, these conventionalities are not much more crude than those of the Shakesperian age. The dramas are historical, and some of them are more extended even than a Wagnerian trilogy—requiring from three to four weeks to present a single play.

THEATRES.

Alcazar, High Class Stock	116 O'Farrell
Alhambra Stock	N. E. cor. Eddy and Jones
California, Burlesque	414 Bush, bet. Kearny and Grant Avenue
Central, Stock	Market, near Eighth
Chinese	623 Jackson and 816 Washington
Columbia, Stock	9 Powell, off Market
Fischer's, Vaudeville	122 O'Farrell
Grand Opera House, Eastern Combination and Opera	N. side Mission, bet. Third and Fourth
Lyceum Majestic, High Class Stock and Eastern Combination	Seventh and Market
Orpheum, Vaudeville	119 O'Farrell
Tivoli, Opera	Eddy and Mason

Golden Gate Park. In this magnificent expanse of shaven lawns, serpentine drives and shady walks, gorgeous flowers, groves of tropical and semi-tropical trees and shrubs, charmingly cool and inviting nooks, its aviary, its zoological collections, museums, monuments, and conservatories, San Francisco possesses, perhaps, the most complete and beautiful public park on the continent. A few years ago this veritable "Garden of Eden" was a waste tract of more than a thousand acres of shifting sand dunes, bleak, dreary, and uninviting; to-day — the hanging gardens of Babylon were a failure when compared with the achievements here. When visiting San Francisco there are many places to be seen and visited, but the Golden Gate Park should be the first, and then the last, and bear away with you an impression of nature in all her loveliness. The great music stand shows thousands almost any Sunday in midwinter, and it is difficult to tell from the appearance of the Park whether the season is May or December.

Hopkins' Institute of Art displays a large collection of fine paintings and sculpture. The interior is richly finished with rare inlaid woods. Located at the corner of California and Mason streets and commands a fine panoramic view of the bay and city. Admission, 25 cents. Free first Friday of each month, during the daytime.

New City Hall was in course of construction for twenty years and cost about $6,000,000. The large dome is of special interest. The building covers four acres of ground. The Lick statuary fronting the hall represents four periods in the history of California.

Cliff House and Seal Rocks. Point Lobos, 6 miles from city hall. A magnificent drive over a perfect road leading through Golden Gate Park; or, can be reached by Market Street cable railroad, Haight Street division connecting at terminus with trains of Park & Ocean railroad direct to Ocean Beach, near Cliff House. Distance from Oakland Ferry, about 8 miles; time, 55 minutes; fare, 10 cents. Also reached by Powell Street cable railroad and ferries and Cliff House railroad.

Sutro Heights. The private garden of former Mayor Adolph Sutro, made beautiful beyond description by the gardener and artist, is just back of the Cliff House, but higher up. Open daily from 10 A. M to 5 P. M.

INTERIOR CHINESE RESTAURANT, SAN FRANCISCO.

The Presidio. This is a place of much interest and beauty, but often missed by the visitor to the city. It is the military reservation of the Government, with officers' quarters, barracks for soldiers, and the parade and drill grounds. It is on the slope of a hill reaching down to the bay, or the channel which connects bay and ocean. The upper stretches of the camps grounds are heavily forested with Eucalyptus, a dark evergreen background against which the white tents of war times stand out sharply. Not far away in mid-channel is the fortified island of Alcatraz, the hillside making a capital observation-point. When the big guns are sending their missiles down the water toward Golden Gate, one may see boats going to and fro as if no square had been marked off in the water, into which and around which the heavy shot were plunging at every discharge.

Farther out toward the point of land are the shore batteries, where some heavy guns are mounted, and where fortifications command the entrance to the harbor. The Presidio contains 1,500 acres. It was the first settlement on the peninsula and its occupation dates back to 1776.

Post Office, corner of Seventh and Mission streets. General delivery is open from 7:30 A. M. to 11 P. M. every day, Sundays excepted; Sundays, from 1 to 2 P.M. Branch offices are at convenient points in various parts of the city.

Principal Libraries. Academy of Sciences, 819 Market Street, 10,000 volumes. Free Public Library, city hall, open 9 A. M. to 9 P. M.; Sundays, 1:30 to 5 P. M., 120,000 volumes and 6,000 pamphlets. French, Spring Valley building, Stockton and Geary streets, 20,000 volumes. Italian, 32 Montgomery Avenue, 5,000 volumes. Mechanics', 31 Post Street, a splendid library, reading and chess rooms, 75,000 volumes. Mercantile Library, 75,000 volumes, merged in Mechanics' Institute, 31 Post Street. San Francisco Caw, city hall, 30,000 volumes. San Francisco Verein, 336 Post Street, 21,000 volumes. Spanish, 531 California Street, 2,500 volumes.

Markets for fruit, flowers, fish, game, and other produce: California Market, California Street, below Kearney; Center Market, Sutter and Grant avenues. Visit early in morning. Semi-tropical fruits and flowers all the year round.

United States Mint, Fifth and Mission streets. Visitors admitted from 9 A. M. to 12 noon, except Saturday and Sunday.

Mission Dolores, founded 1776; 17th and Dolores streets. Reached by Valencia Street division of Market Street cable railway.

Alcatraz Island and Angel Island. Permission to visit these may be secured at department headquarters, Phelan Building, Market Street, except Sundays. Steamer General McDowell visits them daily.

Eastern Railway Lines. The offices of all agents of eastern railroads represented in San Francisco, are on Montgomery, Market, and New Montgomery streets; in close proximity to Palace, Grand, and Occidental hotels.

Mount Tamalpais is fast becoming one of the most popular and eagerly sought resorts in America, situated within easy distance of San Francisco, just north of the entrance to the Golden Gate. It commands a view which is unsurpassed from any other mountain peak in the world. Although but about half a mile in height (2,592 feet) a trip to the summit of Mt. Tamalpais over its world-renowned railway with its marvel of engineering ingenuity is an hour's ride which affords a wonderful panorama of mountain scenery, ever picturesque, ever new, ever changing. Through forest of California redwoods (*Sequoia Sempervirens*), oaks, laurels, and madronas

OAKLAND.

Beautiful Residence City.

Population. 102,000

Distance from San Francisco, 8 miles.

Elevation, 12 feet.

Oakland. It is to be supposed that the tourist in his stay in San Francisco has not neglected to visit this garden city. The town is beautifully situated on the east shore of the bay, the land sloping gradually down to the waters from the Contra Costa Mountains, which rise back of the city at a distance of a few miles. The foothills are crowned with the suburban villas of wealthy merchants of Oakland and San Francisco, and from their verandas can be obtained a most extensive and pleasing view of the bay, San Francisco, and the Ocean beyond. Oakland is one of the most beautiful residence cities in the world, and in point of sylvan beauty has few if any rivals. The houses are tastefully built, many of them of the greatest elegance, surrounded by extensive and well-kept grounds, embowered in trees and glowing with a lavish wealth of roses. Electric lights illuminate the wide and well-paved streets; cable and electric car lines are numerous and none of the modern improvements lacking. Schools and churches abound. Oakland is a city of churches and of colleges, and numbers among institutions of higher education the State University School, the Oakland Military School, the Convent of Our Lady of the Sacred Heart, the

CAMPUS, UNIVERSITY OF CALIFORNIA, BERKELEY.

Oakland Female Seminary, and the Female College of the Pacific. The University of California is finely situated at Berkeley, just north, and Mills Seminary near Sather to the eastward. Among the large manufacturing establishments may be mentioned the extensive machine shops of the Southern Pacific Company, the Judson Manufacturing Company, the Pacific Iron and Nail Company, besides cotton mills, jute mills, flour mills, and innumerable other institutions. One can reach San Francisco from Oakland every fifteen minutes by train and ferry. Oakland is a most charming place, and is the home of an enterprising, hospitable, and intelligent class of people.

OAKLAND.

Berkeley is noted not only for its great university, but for its intellectual society, its charming homes, its varied and artistic architecture, and its wealth of flowers.

Southward Bound. Having spent a most delightful season in San Francisco, the tourist's face is turned southward, and the journey to Los Angeles and San Diego begins. Two routes are available for this journey, either via the line through the San Joaquin Valley, or the more recently constructed "Coast Line." We will describe the southward journey via the valley route or the "Inside track" and return via the "Coast Line." Taking the Oakland ferry, at the foot of Market Street, one is borne pleasantly over the waters of the bay and lands at Oakland pier, where he takes the Southern Pacific train for Los Angeles.

Doubling on Our Track. From Oakland to Port Costa we follow the same line as that upon which we entered San Francisco, therefore it is not necessary to make mention of the intervening stations. Passing Port Costa, the line has the Sacramento River on its left, and rolling hills on its right. Beyond the river can be seen the town of Benicia nestling among the coves of the Suscal Hills.

Martinez. A pleasant village among the hills. Fruit trees and vines abound, and the inhabitants of the towns and surrounding country are mainly engaged in horticulture. Martinez is the county-seat of Contra Costa County, and is a most quiet and charming place of residence. Citrus fruit, grapes of all varieties, and deciduous fruits flourish without irrigation, and the climate is so

MEMORIAL CHURCH, STANFORD UNIVERSITY, PALO ALTO.

mild that semi-tropical plants grow out of doors without any special protection. (Population, 1,500. Distance from San Francisco, 36 miles.)

Avon, Bay Point, and Cornwall are small intermediate stations. A branch line extending from Avon to San Ramon, through a valley of the same name. At Bay Point are situated a smelter and chemical works.

From Martinez to Antioch the road passes through a hill country on our right, with the river to the left. Many deep cuts occur, and numerous small tributaries flow down the gulches, into the river. Up these gulches we catch glimpses of neat farmhouses, surrounded by well-cultivated fields and orchards. Mount Diablo rises to the south, and reaches an elevation of 3,849 feet. Among the foothills of this mountain are the mining towns of Stewartville, Empire, Nortonville, and Somerville. At Cornwall to our left lies Suisun Bay, and here the San Joaquin and Sacramento rivers have their junction.

Antioch. A shipping point for coal. The town itself is a mile north on the banks of the San Joaquin River. From this point, also, large quantities of vegetables, strawberries, fruit, etc., are shipped to San Francisco. A paper mill and extensive lumber yards are located here. (Population, 700. Distance from San Francisco, 55 miles. Elevation, 46 feet.)

Bentwood. Wheat-fields begin to appear here, dotted with Eye-oaks. The town is small and supported by agricultural industries. It is situated on the Marsh Grant of 13,000 acres, on which much stock is fed.

BYRON
HOT SPRINGS.
Bathing and Health Resort.

Byron. The most attractive thing about this station, to the invalid and the tourist, is, its near proximity to the Byron Hot Springs, situated two miles to the south. The country roundabout is famous for its production of wheat, alfalfa, fruit, and grapes. This being a portion of the great wheat belt. The hot springs have attracted much attention, and a large hotel and bath-houses have been erected. The springs are varied in their characteristics, being both hot and cold, and possessing in turn the constituents of sulphur, iron, soda, and magnesia. There are mud baths, and in fact all varieties of bathing. The temperature of some of the springs is as high as 130° Fahrenheit.

Tracy. The junction of the old Western Pacific route from San Francisco to Sacramento via Livermore Pass with our line to the south. Tracy is surrounded by broad wheat-fields, which extend to the northward beyond the reach of vision. (Population, 600. Distance from San Francisco, 83 miles. Elevation, 64 feet.)

Banta. Small station three miles from Tracy, after passing which we cross the San Joaquin River on a very long drawbridge. (Population, 500. Distance from San Francisco, 86 miles. Elevation, 30 feet.)

Lathrop. Junction of the old Western Pacific and the Sunset Route. This is a regular meal station and here the railroad company have erected a large hotel, in which are also their offices. Lathrop is in the heart of the great San Joaquin wheat belt. (Population, 600. Distance from San Francisco, 94 miles. Elevation, 26 feet.)

The San Joaquin Valley. After crossing the San Joaquin river and turning to the right, our course is up the famous San Joaquin Valley—the great granary of California. Here are five million acres of the best wheat land in the world. A valley two hundred miles long by fifty miles broad, which when vivified by the magic touch of irrigation, produces not only wheat but also almost every-

HARVESTER, SAN JOAQUIN VALLEY.

thing that can be raised in tropical or temperate zones—wheat, corn, oats, flax, apples, oranges, lemons, figs, nuts, olives—the list is too extended for recapitulation. Properly conserved there is water enough to irrigate the whole valley, and in many places the natural supply of water has been supplemented by that flowing from artesian wells. After passing Lathrop, we rattle through a number of small stations, all of them with large shipping warehouses, speaking eloquently of the generous output of the soil.

While not on our direct route, a short side trip from Lathrop, on the line to Sacramento brings us to

Stockton. This handsome, well-built city of nearly 25,000 people, is the commercial center of the San Joaquin. It is at the head of tide-water navigation, and at the junction of the Southern Pacific Railway and the Santa Fe. It is a prosperous city, with a great future before it. Stockton has superior advantages for manufacturing, and for the distribution of its products of factory and field. Flour and woolen mills, harvesters and other agricultural implements, mining machinery, street cars and railway cars, pottery and briquettes, the latter a combination of coal and crude oil, are among its principal industries. Fruit canning and packing, too, has a large place. The annual output of its factories and packing houses is over $14,000,000. Fuel is cheap here. The coal-fields of Tesla are near by, the product of which is distributed chiefly through this city. Natural gas is supplied at a low rate, and is used in factories, and for heat and light in private houses. Unlimited electric power, generated 45 miles away, is also at command.

River Traffic. Steamers, barges, and sailing vessels ply between Stockton and the Bay, the river traffic being very large. The distance is about 100 miles, and the volume of traffic is not exceeded by more than three rivers in America. The annual freightage is estimated at a million and a half of tons, and 150,000 passengers. The county has 873,000 acres, nearly all of which is productive. Below the city is found the peat land, so rich that $50 an acre is paid for the use of it for truck farming. This is not an unusual figure. This vegetable mould yields enormous crops of onions, potatoes, etc. The returns, both in quantity and size, are almost incredible. Much asparagus is raised on the islands of the San Joaquin. Vast quantities of potatoes are grown in this county. The yield is often 200 bushels to the acre. The early crop is planted in December and the main crop from March to June. They are harvested from May to January. It is a common sight to see men planting potatoes in one end of a field while digging is going on in the other.

Owing to the relation of Stockton to the Golden Gate, it has a daily ocean breeze, and is one of the healthiest cities in the union. Its water supply is from artesian wells. The zone of variable winds which draw in from the sea, and embrace the whole region, provides an average rainfall sufficient for most needs, but irrigation is steadily extending its area. For local irrigation, water is found not far below the surface, and windmills are in sight in many directions.

The city has a half-tropical air, and palms and bananas, a profusion of flowering shrubs, and a variety of shade trees, beautify the streets and grounds of private residences. Seen from some elevation, the whole region seems a bower of green.

Public Utilities. The court house is a fine granite structure, occupying a square, and surrounded by a terraced lawn. A free library building is of native marble, and cost $100,000. The State Hospital for the Insane embraces a group of handsome buildings, with well-kept grounds, and cost about $1,000,000. A new postoffice is arranged for, the appropriation being $200,000. Work is ready to begin.

The natural metropolis of a vast region, the future of Stockton is well assured. The growth of the city will keep pace with the development of the country, and there is room in the county alone for 200,000 people who shall till the soil. Good land can be had for $20 to $100 an acre, on easy terms. Here is rich soil and a hungry market. The State wants nothing so badly as farmers.

Passing through Morrano, Ripon, and Salida, small wheat shipping stations for Stanislaus County, we reach

Modesto. County-seat of Stanislaus County, and a prosperous and pretty town, surrounded by an industrious agricultural people. (Population, 2,500. Distance from San Francisco, 114 miles. Elevation, 91 feet.)

Between Modesto and Merced are the unimportant stations of Ceres, Keyes, Turlock, Delhi, Arena, and Atwater.

DRYING RAISINS, SAN JOAQUIN VALLEY.

Merced. A well-built town, the county-seat of Merced County. Possessed of good public buildings, fine private residences, and surrounded by an exceedingly rich agricultural country, and destined to be a great manufacturing center, Merced has prospered and will continue to prosper. The county has a population of 75,000, nearly all engaged in agricultural pursuits. (Population, 2,000. Distance from San Francisco, 152 miles. Elevation, 171 feet.)

BERENDA.
Junction Point
to the
World's Famous
Yosemite Valley.
Big Trees, etc.

Athlone. Before Athlone is reached we cross the Mariposa River, and after it is passed the Conchilla River. Wheat-fields are on every hand. Irrigating ditches abound. Vineyards are frequently to be seen. And Athlone, a quiet little village, sits in the midst of fertile fields. (Distance from San Francisco, 162 miles. Elevation, 210 feet.)

This station is situated at the junction with the main line of the Yosemite extension of the Southern Pacific Railroad, which extends to Raymond, a distance of twenty-one miles to the eastward. From Raymond a stage line extends to Wawona, the Yosemite, and the Big Trees. From Berenda a good view of the Sierra Nevada Mountains can be had. Among the highest peaks in view are those of Mount

Lyell, Mount Tyndal, Mount Goddard, and Mount Whitney. These mountains, which exceed 14,000 feet in altitude, impress one deeply with their vast proportions, more especially because we are so near the sea level, being at an elevation of less than three hundred feet. Berenda has an agricultural and grazing country directly tributary to it. (Population, 200. Distance from San Francisco, 180 miles. Elevation, 256 feet.)

Madera. This is a leading shipping point for lumber, which is delivered to this point from the foothills by means of a flume fifty-eight miles in length. The great work of constructing this flume was completed in 1876, which has been in service ever since. The amount of lumber delivered in this way during the last ten

BIG TREES.

years is something enormous, as may readily be gathered from the fact that one year's delivery amounted to over twenty-two million feet. A 1,000 acre vineyard and agricultural lands add to the importance of this growing city. It is the county-seat of Madera County. (Population, 2,500. Distance from San Francisco, 185 miles. Elevation, 278 feet.)

Fresno. Between Madera and Fresno there is some interesting country. Just after leaving Madera we cross the Fresno River, beyond Sycamore the San Joaquin River, and at Borden, Cottonwood Creek. The sand dunes will attract your attention beyond Sycamore—queer little hills of sand fifteen to twenty-five feet in diameter and three to six feet high. Fresno is the county-seat of Fresno County, the geographical center of the state, and is a most thriving and prosperous city, and the center of the great raisin belt. It has electric lights, telephones, street railroads, water works, in short, all the modern improvements. Redwood and pine is the material mostly in use for building purposes, and the town possesses many elegant public and private edifices. A great variety of industries are tributary to the town. Fresno County has a vast territory planted to grapes, and produces annually about 75,000,000 pounds of raisins, the seedless variety being particularly fine. Smyrna figs are also grown successfully. The shipments of various farm products reach a very high figure. There is an abundant supply of water for irrigation, being brought from the mountains by means of canals having an aggregate length of eleven hundred miles and costing two million dollars. The capacity of these canals for irrigation covers a space of over seven hundred thousand

acres, thus making Fresno County one of the richest agricultural regions in the world. Lombardy or the Nile Valley are not richer in possibilities. Many colonies have formed settlements in the vicinity of Fresno. These enterprises, through intelligent and united industry, have proved very successful. With a salubrious climate, fine scenery, fertile land, and an industrious people, Fresno has every reason to anticipate a continuance of her phenomenal success. (Population, 15,000. Distance from San Francisco, 207 miles. Elevation, 293 feet.)

BIG TREE "WAWONA."

Clovis, Pollasky, and Malaga are small towns, whose industries are lumber, horticultural and agricultural.

Selma. Surrounded by a wheat-growing country and supplied with good flouring mills, this town is in a flourishing condition. A great deal of wheat is shipped from this station—twenty million pounds last year. Peaches thrive in the neighborhood and reach a high state of perfection in size and flavor. The town has most all the modern improvements. (Population, 2,200. Distance from San Francisco, 221 miles. Elevation, 311 feet.)

Kingsburg. This enterprising little town owes its prosperity to the fact that it is situated in the famous wheat belt. Here are to be seen big warehouses

for storing wheat, large quantities of which are shipped from this station annually Soon after leaving the town, we cross King's River on a trestle bridge, the approach to which is made over a long, high embankment. (Population, 300. Distance from San Francisco, 227 miles. Elevation, 300 feet.)

King's River, a large, clear body of water, rises in the Sierras to the northeast, and flows southwesterly in a broad and tortuous channel, irrigating a

A FRESNO HOME.

large scope of territory. King's River is the boundary line between Fresno and Tulare counties.

Traver. This is a new town, showing evidence of prosperity and thrift, possesses a flouring mill, machine shops, planing mills and other business enterprises of commercial importance. (Population, 250. Distance from San Francisco, 232 miles. Elevation, 291 feet.)

Goshen. The junction of the Goshen division, which extends a distance of sixty miles to Alcalde. (Population, 200. Distance from San Francisco, 241 miles. Elevation, 286 feet.)

The Goshen Division. There are a number of small towns on this branch, as follows: Hanford, Armona, Grandeville, Lemore, Huron, and Alcalde. The land through which the road passes is very fertile, and prices for it range from one hundred and fifty to three hundred dollars per acre. Oil has been found on this line in paying quantities.

Visalia. This town is the county-seat of Tulare County, and is situated to the eastward of Goshen, being connected with that station by means of a branch

road. Its tributary industries are varied, and among them may be mentioned a condensed milk factory. The Kaweah River flows through Visalia and aids in irrigating this most fertile region. (Population, 3,500. Distance from San Francisco, 254 miles. Elevation, 290 feet.)

Resources of Tulare County. The resources of this county are most varied, the plains and the mountains meeting here; hence, the farming and fruit raising of the one are supplemented by the mining, lumber industries, and stock raising of the other. There are about two million and a half acres of territory in the mountains, about eight hundred thousand acres among the foothills, eleven hundred thousand acres of valley, and two hundred thousand acres in Tulare Lake and its surrounding "tule" lands. The mountains are covered with timber, and mines of gold, iron, copper, and zinc are worked. The foothills produce almost every variety of deciduous and citrus fruits, together with grapes—both wine and raisin.

TULARE.

Commercial and Agricultural Center.

Population, 4,000.

Distance from San Francisco, 251 miles.

Elevation, 282 feet.

Ten miles beyond Goshen we come to Tulare, a thriving town of recent growth, with railroad roundhouse, shops, and good station building. This is a large shipping point not only via the railroad, but by means of wagons to interior points. Wheat growing and stock raising are the principal industries, though wine, grape, and fruits do well.

Irrigation in the Artesian Belt. The question of irrigation in California has been one of much vexation and exceedingly difficult of solution. The supply of water has been so very limited that millions of acres of land, as fertile as any in the world if irrigated, and absolutely worthless without water, have lain fallow for years. Fortunately for California, it has been discovered that this lack of water can be supplied in many instances through the agency of artesian wells. In certain sections of the country these resources have been developed, and the result has been the establishment of what are popularly known as "artesian belts." One of these zones extends from Caliente to Stockton, the greatest development being in Merced, Fresno, Tulare, and Kern counties, where many hundreds of flowing wells have been established. These wells are from 250 to 700 feet in depth, and an average well will irrigate about 150 acres of land. The capacity of each well can be largely increased by means of storage reservoirs. After leaving Tulare the derricks of artesian well-borers can be seen on each side of the railroad in great numbers. Near Tulare is established one of the California experimental stations, where all manner of agricultural and horticultural products are tested and reported upon—fruits, seeds, and grain.

Tipton is a small station of no very great importance, except from the fact that it is the shipping point for sheep, which are raised in great numbers in the surrounding country. Seven miles to the west lies Tulare lake, which is quite a large body of water, being thirty miles long by twenty-five miles wide, and abounding in fish and water fowl. Tipton is surrounded by a good agricultural country, and enjoys its full measure of prosperity. (Population, 400. Distance from San Francisco, 262 miles. Elevation, 267 feet.)

Beyond Tipton are to be seen great numbers of windmills, used particularly for the work of irrigation. Immense groves of eucalyptus, or blue gum trees can be seen from the train. Pixley, Alila, Delano, and Famoso are small stations of minor importance. We cross the Kern River between Famoso and Bakersfield.

Famoso is the junction with the loop line swinging toward the Sierra foothills, which left the main line at Fresno.

Bakersfield is the county-seat of Kern County, situated at the junction of the two forks of Kern River. The town has the usual complement of public and private buildings, paved streets, electric street railways, sewers, foundries, planing mills, packing houses, ice plants, etc., etc. It is surrounded by an exceedingly fertile country. Fourteen miles southwest is Kern Lake, seven miles long by four wide, while six miles farther is Buena Vista lake, a somewhat larger body of water. Irrigation has been brought to great perfection in this county, there being seven hundred miles of irrigating canals within its limits, the largest having a width of one hundred feet and a length of forty miles. The lakes, streams, and artesian wells furnish a bountiful supply of water. Twenty-five miles southwest of Bakersfield is the Kern County oil region, eight miles long by three miles wide. Bakersfield has, as may be seen by the above, a most productive country surrounding it. (Population, 8,000. Distance from San Francisco, 314 miles. Elevation, 415 feet.)

McKittrick. A branch line runs from Bakersfield west to Olig, a shipping station beyond McKittrick; from Oil Junction a short line runs east to Oil City, and a third diverges from Gosford to Sunset, some miles south of McKittrick. These are oil districts, and what are known as the Kern fields have contributed much to the growth of Bakersfield. McKittrick is about 50 miles west, located in the low hills of the Santa Maria Mountains. It is a sterile region, once volcanic, the ground still broken and blackened as if recently the gas had broken up through the thin crust, giving vent to the pressure below. Jumbled piles of dried asphalt and hardened oil sand, and oil seepages, indicate the character of the deposits beneath the surface. Since the wells were sunk here, the yield has been continuous and abundant. The first drill was sent down in 1899.

Kern River Oil Region. An old prospector who had seen the oil excitement in Pennsylvania, digging a well on the banks of Kern River, struck oil instead of water, at a depth of sixty feet. Now the region is a forest of derricks for miles, and while the wells have had to be driven from 500 to 1,000 feet, the yield of this Kern River district has been steady and with promise of permanence. An industry in itself, this fosters so many others as to be of incalculable value. Here are the raw materials; here is a great market opening; here is a climate that permits every branch of manufacture to be carried on all the year without the expense of heating operating rooms. The one thing lacking was cheap fuel, and now this is at hand. It means new life to the State. Factories are decreasing their expenses by its use; steamships and railroads are using it, and mine owners find it possible to work low-grade ore where oil can be used in place of wood for furnaces. The settlement of great tracts of rich land, and the building up of towns and cities, will be hastened by the discovery of oil. Naturally, Bakersfield is the metropolis of the oil industry at the head of the great valley. Oil trains are constantly moving, carrying great cylindrical tanks to the cities northward, and the growth of Bakersfield has been greatly accelerated. The rich farming and fruit country tributary, will maintain and increase what she has gained from having "struck oil."

Caliente. This station is at the entrance to the famous Tehachapi Pass and is located in the embrasure of a deep and narrow cañon, up which the train takes its difficult way. This is a shipping point for freight from interior points delivered to the road by wagons. It is also quite a stage station, stages leaving Caliente for Basin, Havilah, Hot Springs, Weldon, and Kernville. (Population, 50. Distance from San Francisco, 336 miles. Elevation, 1,290 feet.)

The Famous Loop,
Tehachapi Pass.

Distance from San Francisco, 362 miles.

Length of Loop, 3,795 feet.

Altitude of Tunnel, 2,956 feet.

Altitude of Crossing, 3,034 feet.

Altitude Gained, 78 feet.

The twenty-four miles of journey up and down the Sierra Nevadas, at the point where the railroad makes the passage of this range dividing the broad valley of the San Joaquin and the desert of Mojave, is a most remarkable experience, and brings before our eyes the wonderful triumph of railway engineering skill. It is alleged that three civil engineers of great reputation first undertook to survey a passage through these peaks and crags, and, after repeated attempts, declared the route impassable. A boy of twenty took up the work where his elders had forsaken it, and this miraculous railway path over and through the mountains is the result. Concerning this famous pass, Mr. E. McD. Johnstone writes graphically as follows: "As the Sierra Nevada and Coast Ranges in the north culminate in the great peak of Shasta (41° 24′), so in the neighborhood of Tehachapi Pass (35°), these two

TEHACHAPI LOOP.

great chains blend their distinguishing features of fern slope and icy crag, and are lost in an inextricable mass of jumbled up peaks of every conceivable form and variety. Although nature has reared no such colossal masterpiece as Shasta in the welding of her great rock bands in the South, she has managed to throw up her earth-works in a manner so impregnable as to seemingly defy the art of man to penetrate. The physical features of this Tehachapi country (the lowest pass being 4,000 feet altitude) seemed to, and did for a time, baffle the shrewdest engineers, but finally the track, by doubling back upon, and crossing itself, by climbing, squirming, and curving, resulted in a success and gave us one of the most famous and dextrous pieces of railroad engineering in the world."

Tehachapi Summit. The station at the summit of the pass is at an elevation of 3,964 feet, and is the highest point on this extension of the line. Sheep

feed on the grass, which is abundant in the valleys and gulches which surround the station.

Descending to the Desert. For several miles the train rolls along on a level plateau on the summit of this range before the descent to the Mojave Desert is made. A small salt lake is passed, where abundance of the chloride of sodium, that important article of commerce, can be shoveled up from the bed of the lake, it being entirely exposed during the summer by the evaporation of its waters.

Cameron is a small station passed about midway between the summit and Mojave, at the base of the range.

Mojave is on the edge of the desert of the same name, and the water used is brought in pipes from Cameron, a distance of ten miles. This place is the junction of the Santa Fe railroad with the Southern Pacific. (Population, 400. Distance from San Francisco, 382 miles. Elevation, 2,751 feet.)

The Mojave Desert. A desert isn't, as a general rule, much of an object of interest to travelers, especially to those who have made the transcontinental journey and experienced the monotony of the deserts of Utah and Nevada. However, we must say this, that we found many things to interest us while traversing the famed sand wastes of Mojave. In the first place, there were the giant cacti or yucca palm, a sight novel to our eyes, and peculiar in and of itself. This cactus grows to the size of a tree, reaching an average height of twenty-five feet, and attaining very often that of fifty feet. Its diameter is often that of two feet, and sometimes even greater; with its spreading club-like branches, its trailing bark and peculiar form, the yucca palm is indeed an interesting feature in the landscape. Another attraction is the peculiar form of the buttes, which rise from the desert sands on every side. Varying in height from two to five hundred feet, grooved and channeled by the elements, they give variety and interest to the landscape. One must not neglect to mention the mirage as a third element of variety. We do not remember ever to have seen more complete or deceptive mirage effects than those of the Mojave Desert.

Rosamond, Lancaster, Acton are desert stations of small interest. The Solidad Mountains tower to our right as Rosamond is passed, and we later on make our way through this range by means of what is known as the Solidad Pass, reaching an altitude of 3,211 feet.

Newhall. This station is not very large but boasts a large hotel, capable of entertaining one hundred and fifty guests. From here may be plainly seen the San Fernando Mountains, exceedingly perpendicular, and rising to an altitude of three thousand feet. These mountains could not be passed until a tunnel 6,967 feet long had been made.

In this vicinity are oil refineries producing about five thousand barrels of oil per day. The oil fields are but a short distance from Newhall.

San Fernando Tunnel. From Newhall we ascend the grade through cuts until the tunnel is reached. The grade is one hundred and sixteen feet to the mile, and as we approach from the north in the tunnel, it is thirty-seven feet per mile, the grade on the south from the exit is one hundred and six feet, while the elevation of the tunnel is one thousand four hundred and sixty-nine feet.

San Fernando. The valley of San Fernando bursts on our vision as we emerge from the tunnel, a land of orange groves and olive trees, the very opposite in character from the arid waste we have just left behind us. The town of San Fernando is quite a place, and growing daily in population.

Through cultivated fields, past suburban residences we roll pausing for a moment at Burbank, only eleven miles from Los Angeles. Beyond this place we journey through villages *de facto, de jure* or *in futuro*. There are plenty of lot stakes and the suburbs of Los Angeles will certainly be widespread, if they ever cover the ground now laid out.

LOS ANGELES.

The Metropolis of Southern California.

A City of Tropical Magnificence.

The valley of the San Joaquin has been passed, the heights of Tehachapi have been scaled, the desert of Mojave has been crossed, and we are here at last! From our cheery heights, as we approach the town we gaze on a scene of entrancing beauty. Mountain-girdled, garden-dotted city, lying on the slope of the San Gabriel Mountains, and watered by streams from the heights above, one hardly knows whether to call it a city of gardens and groves, or an immense grove and garden sprinkled with palaces and delightful homes. Health and prosperity seem to have made themselves the presiding deities of the place. We gratefully decide that we have arrived at a point where it were well to let the train, like the busy world it typifies, pass on and away, while we rest in this paradise—a home indeed fit for the angels—and while we bask in its sunshine, gaze at its mountain peaks, catch glimpses of the ocean, breathe the fragrance of its roses and geraniums, or listen to its mockingbirds and nightingales, we unite many a time and oft in thanks to the kindly fate which led our steps to southern California and the City of the Angels. There is no city whose growth can be compared to Los Angeles—in fact, no city west of the Rocky Mountains can boast of such rapid improvements. Thousands have come to southern California simply to pay a visit, but soon become charmed with its wonderful climate and beautiful surroundings, so much so that they conclude to remain permanently in this land of sunshine and flowers. A great deal has been written of this section, but the half has never been told. With the greatest climate in the universe, the richest and most inexhaustible soil, the vast amount of valuable land in and around Los Angeles, it is no wonder that her present condition is so prosperous. The beautiful avenues extending away to the foothills on the east and to the ocean on the south, the orange groves within her corporate limits, the magnificent public and private buildings, all tend to make the Angel City a place of wonder. Main Street, one of the principal streets in town, is the dividing line for east and west; First Street the division for north and south. The wholesale houses are scattered along Los Angeles, Commercial, Aliso, and Requena streets, while the large retail establishments are to be found on Spring Street and Broadway, which are to Los Angeles what State Street and Wabash Avenue are to Chicago. The streets are wide, well paved, and bordered by composition and granite curbing. There are many beautiful parks within the city limits, and the ocean can be reached in less than an hour's ride, and by a dozen different steam and trolley lines.

It may be stated that the much-abused word "climate" has doubtless been a powerful factor in producing grand results. Furthermore, the fact that hundreds of those who were deemed hopeless invalids on their arrival here are to-day enterprising, energetic, and successful capitalists, merchants, manufacturers, farmers, and orchardists, attesting the effects of this sun-kissed land and health-renewing climate on the human system; and so long as there are any sufferers from the blizzards, cyclones, and other life-destroying elements east of the Rocky Mountains, just so long will southern California, and Los Angeles in particular, continue to receive

thousands annually of the best citizens of the republic, until it becomes the most densely populated portion of the United States.

Los Angeles is reached by the Southern Pacific railroad, via either its line through the San Joaquin Valley or via the beautiful Coast Line, in sixteen hours from San Francisco—distance, 482 miles—or by steamer. It is a most beautiful city, of 165,000 people, is growing rapidly, and is a commercial point of much importance, as well as the center of an agricultural paradise, it being the principal city between San Francisco and Kansas City on the transcontinental line formed by the connection at Mojave or El Paso. It is also the largest city between San Francisco and San Antonio, Texas, by the great "Sunset Route." The city has many elegant buildings, wide, clean streets, with electric railways. A day's ride over the lovely country surrounding Los Angeles, through miles of long, straight avenues of orange trees and thousands of acres of grapes, seeing every kind of semi-tropic fruit growing side by side with the more hardy fruits, both being in the greatest profusion and of the finest quality, will convince the traveler from almost any part of the earth that there is surely the paradise of America, if not of the world.

No city in the United States has improved so rapidly within the past few years as Los Angeles. Nearly every one of the principal business streets have been paved with asphalt, and the main residence thoroughfares with asphalt or concrete, thus making a drive equal to any avenue in the union. There are no improvements which have been of more benefit to Los Angeles than that of pavement. The immense amount of daily traffic necessitated this movement, and there is scarcely a block within the corporate limits which is not in proper condition. Curbing has also received its share of attention, while the cement sidewalk is becoming universal. The city has an almost perfect sewerage system, which requires an outlay of nearly $750,000.

Los Angeles is essentially a city of schools. The public, high, and normal schools are supported by state taxation, and their doors are open to all. Besides, there are numerous universities, colleges, and academies. The majority of children, after obtaining an education in the public schools, by force of circumstances are compelled to take up the battle of life for themselves; but to those who thirst for deeper draughts at the fountains of knowledge, the higher schools await them.

LOS ANGELES.

SHORT TOURS ADJACENT TO LOS ANGELES.

TO SAN PEDRO AND CATALINA.

Florence. This pretty town, embowered in an abundance of shrubs and fruit trees, is surrounded by well-cultivated and fertile fields. Here the line branches, the San Diego division extending to the left. (Population, 800. Distance from Los Angeles, six miles. Elevation, 151 feet.)

Compton. This is the largest town on the division between Los Angeles and San Pedro. It is in the heart of an extremely well cultivated and productive fruit belt. Grapes, citrus fruits, and berries grow in great abundance. The yield is extraordinary, and is especially true as to small fruits, such as blackberries, strawberries, raspberries, etc. (Population, 800. Distance from Los Angeles, eleven miles. Elevation, 76 feet.)

Ten miles beyond Compton evidences of our near approach to the grand old ocean begin to appear. Salt marshes begin to make their appearance, and the fertile soil gives place to stretches of shifting sands.

Wilson's College. This is a Protestant institution of learning, eighteen miles distant from Los Angeles, situated on the site of the old Headquarters of the United States Military Department for southern California and Arizona, which was abandoned about twenty years ago and sold to private parties. About a mile beyond the college the junction for Long Beach is passed, and San Pedro, the railroad terminus, is soon reached.

San Pedro. This is one of the largest and best harbors between San Francisco and San Diego. It has over a mile of docks, with between eighteen and twenty feet of water at low tide. Ships receive and unload freight to and from the railroad cars direct, though from some ships, of great tonnage, the freight is taken by means of lighters. The government has improved the harbor to a great extent and the results have been fully commensurate with the expense incurred. Further extensive improvement, in the construction of a deep-water harbor, is now under way, and in a few years the harbor of San Pedro will be one of the best on the Pacific coast. The commerce of San Pedro is quite extensive. Sometimes as many as fifty ships can be seen riding at anchor or tied up to the wharf, busily engaged in loading or unloading freight. Great quantities of lumber are shipped to San Pedro from the great timber forests of the Puget Sound country, and all nations are represented during the year by ships in this harbor hailing from every part of the world. Coal comes here from the upper coast and from England, and in the case of English vessels a cargo of grain is taken back. The history of San Pedro dates back to the earliest settlement of California, but as a port of any importance its growth began less than ten years ago. Before that time it was merely an open roadstead, and lighters carried all freight to and from Willmington.

Santa Catalina. From San Pedro steamers plow the Pacific (in the summer

AVALON, SANTA CATALINA ISLAND.

daily or twice a day) on a twenty-three-mile trip to Santa Catalina Island, the great island resort of the Pacific coast, and but three and a half hours from Los Angeles.

The fame of the island runs now where man can read. Avalon Bay and the Isthmus are ideal resorts. The twenty-two miles of island, mountain, cliff, valley, forest, peninsula, possess a magnificent scenic stage road, wonderful views, fine goat and quail hunting, winding trails, deep gorges, and water-falls, among the attractions of the interior; yet perhaps the larger number of visitors find most enjoyment in or upon the water. It is a summer isle, with the surf beating on the rocky cliffs of the south and west coasts, and with the ocean sleeping in glassy stillness along the sandy and pebbly beaches to the north and east.

In the bay of Avalon, children paddle about unattended in boats that they cannot upset. Indeed, everybody goes rowing and bathing here. There is no surf and no wind, and so clear is the water that all the wonderful vegetable and animal life on the bottom of the ocean may be seen through the bottom of a glass-bottomed boat, as if the water were of crystal. Seals (sea-lions), unmolested, clamber on the rocks. It is a wonderful fishing-ground, and on a summer morning a fleet of row-boats and naphtha launches may be seen outward-bound in search of the giant sea bass (reaching a weight of 500 pounds), the leaping tuna (gamiest of all fish), the frolicsome and plentiful yellowtail, the albicore, the barracuda, that philosopher's fish, the grouper, the white and rock bass, the halibut, and other denizens of the salty deep. An expert with the rifle hunts the flying-fish.

In the height of the summer season, there are often 5,000 or 6,000 people on Catalina Island. There are a number of good hotels, but the tent villages, with their macadamized streets, and with rows of shade trees, are very attractive, and here the crowd lives. The furnished tents are rented very cheaply, and, at the delicacy stores, dinners hot from the range, may be purchased less expensively than an indulgence in home cooking. Illuminations, nightly concerts in a fine pavilion, followed by dancing, a skating rink, and the unconventional social life that a respectable company makes possible, make life very pleasant upon the Island.

Long Beach. We have already described the greater portion of the trip from Los Angeles to Long Beach in that portion of this book devoted to the journey from Los Angeles to San Pedro. We follow the same line in our excursion to the Beach as far as the junction, at which point our train takes the line to the left, and rolling along through a level country, encroached upon here and there by the salt marshes of the ocean, but passing many fertile and attractive spots, soon reaches Long Beach, the goal of our journey. This popular resort is only twenty-five miles distant from Los Angeles, and can be reached in an hour's ride from the city. Electric railways are in operation, and the service is frequent and rapid. Surf-bathing may be enjoyed here the year round, and the accommodations are complete in every respect. The beach itself is one of the greatest attractions of the place. The sands are left hard and compact by the retiring tide, and the drive along the margin of the ocean is undoubtedly the finest to be found anywhere on the California coast. Long Beach has a wharf which extends a distance of 750 feet in the ocean, reaching water deep enough to float vessels of the heaviest tonnage by its side. Long Beach has already become a resort of great popularity, and the excellence of its beach, its attractive scenery, and fine hotel combine to render this popularity greater every day. Population, 8,000.

The trip from Los Angeles to Santa Monica, one of the famous bathing resorts of the Pacific coast, is not only justified by what one finds at the end of his journey, but also by the pleasures enjoyed *en route*. The Southern Pacific Com-

pany runs four trains to the beach each day—a distance of nineteen miles; and there are three electric lines, with frequent and rapid service. On Sunday the exodus to this famed seaside resort is something extraordinary. For three or four miles after leaving, we pass through suburbs of Los Angeles. Handsome villa residences, surrounded by beautiful and most attractive grounds, are to be seen on every side. At last, reaching the open country, we pass through a constant succession of vineyards and fruit orchards, until the near presence of the ocean is made known by refreshing saline breezes and the occurrence of sand dunes and salt marshes. The train stops at a handsome depot, beyond which extends a large, well-kept, and beautiful park. It is difficult for one accustomed to the varying seasons of the lands across the mountains to comprehend the fact that this beautiful park, with its luxuriance of sub-tropical vegetation, its affluence of delicate and vari-tinted flowers, is never less verdant, less brilliant, or less attractive than it is now. It is not easy to grasp the fact that all the year round, equally as comfortably on the first of January as on the first of June, one can sport among the combing billows that come rolling in across the blue, serene Pacific. The attractions of Santa Monica are manifold—beach-driving, surf-bathing, fishing, boating, yachting, are the seaward delights; while on the shore are all the charms which nature has so opulently spread for the pleasure of those who visit this favored spot, together with all the ingenious devices invented by man for amusement and relaxation. Of course it goes without saying that there is a magnificent beach hotel, whose broad verandas face the sea, and whose appointments are complete in all respects; also, of course, there are bath-houses of ample accommodations.

SANTA MONICA.

The Long Branch of the Pacific.

A Charming Sea-Shore Watering Place.

There are many points of scenic interest within easy reach of Santa Monica. One of the most charming is that to Santa Monica cañon, to which the Southern Pacific Company has extended its line, and Manville Glen, a spot made cool and inviting by ancient forest trees and a rippling brook, all embraced by rugged mountain surroundings. This is a favorite camping-ground, where pleasure and health seekers pitch their tents and spend months in the calm enjoyment of this sylvan retreat. Santa Monica is a great health resort, and experience has proved its excellence in this regard. It possesses, the year round, one of the most enjoyable and healthy climates in the world, being from ten to fifteen degrees cooler than Los Angeles and the interior country in summer, and warmer in winter. There is a magnificent driving beach stretching away for fifteen miles, good sea fishing, an abundance of water-fowl in the neighboring lagoons, and game in the mountains a few miles distant. The climate of Santa Monica and vicinity is worthy of somewhat extended notice. In a general way we can sum up the climatic conditions of the southern California coast as follows: So far as the amount of rainfall is concerned throughout southern California, the rainy season simply signifies that during that period, exclusively, not exceeding 18 inches may fall. The average annual rainfall at San Diego is only 10.43 inches. Following up the coast to San Francisco, it increases at the rate of about 2 inches for every 100 miles. Santa Monica receives about 13 inches, Santa Barbara 15 inches, Monterey 17 inches, and San Francisco 21 inches. The Coast Range of mountains, rising to an elevation of from 2,000 to 4,000 feet, robs the ocean rain freighted clouds of all their precious burden before reaching the interior plains and valleys. At Fort Yuma, on the Colorado River and

FLOWERS, SANTA MONICA.

Desert, the mean annual rainfall is only 2.54 inches; among the little valleys extending from San Diego to the San Jacinto Mountains, from 7 to 9 inches; in the valley of San Bernardino, and at Colton, Riverside, and Cucamonga, 10 inches; advancing toward the coast, Spadra and El Monte receive about 11 inches; and Los Angeles, situated 20 miles from the ocean, about 14 inches. Crossing the San Bernardino Mountains to the Mojave Plains, the yearly rainfall is only from 3 to 4 inches, and from thence up the San Joaquin Valley as far as Goshen, in latitude 36 degrees, it ranges from 6 to 10 inches: from thence northward, it increases to 15.10 at Stockton and 18.23 at Sacramento. Taking it all in all Santa Monica is a place of great interest. We have said nothing about the town so far, but must not neglect to state that there *is* a town, and a very pretty one at that. It is situated on the level mesa, which stretches back landward from the brink of the natural sea wall, from whose foot extends the level beach outward to the ocean rim. The residences are tasteful, many of them elegant, the business blocks substantial, and every element of comfort and convenience for the health or pleasure seeker can be found here.

Venice. A surprising series of attractions are found here, a short distance south of Santa Monica. Great lagoons and canals take the place of streets, a private breakwater, a landing place for steamers and ships drawing twenty feet of water, a long wharf or promenade, a grand auditorium constructed on the plan of the best theaters and seating 2,500, a large pipe organ, concerts, lectures and entertainments, Ellery band, etc. A great ship called "The Cabrillo," after the explorer, constructed and fitted up as a ship, is utilized as a cafe and grill. The Hotel Venice has over against it the St. Marks, both of unique design, being of Venetian architecture and color.

Bath houses, aquatic sports, launches and gondolas, a band on a floating stage, and bewildering electric lights are some of the features realized. Plans yet unexecuted contemplate a park, a great botanical garden, and a University or Institute conducted along the lines of Cooper Institute in New York. What will come of it remains to be seen, but the scheme is amazing and realized will reproduce the old Venice of Italy in its unique waterways, bridges, arcades, gondolas, and houses.

Pleyel del Rey. The beach for miles is here a series of resorts or town sites, from Santa Monica well toward Redondo. Hotels, restaurants, bath houses, pavilions, all point backward to the expanding city of Los Angeles, and all speak of a tropical climate and the joys of the Summer sea. Various electric and other car lines reach the ocean every hour.

PASADENA.

An Orchard City.

Beautiful for Situation.

A Delightful

Health and Pleasure

Resort.

One of the loveliest towns in the world lies before us as we enter Pasadena. From a sheep range in 1873 to the paradise of fruits and flowers and verdure which greets our eyes to day is a magic transformation. Yet such, in a word, is the history of Pasadena. The semi-tropical luxuriance of floral and arboreal growth which delights us here has sprung into existence within the marvelously short space of a decade and a half, and, nestling here among the orange groves and fruiting vineyards is a city whose beauty of architecture is a glowing testimonial to the good taste, wealth, and liberality of its residents. I know of no pleasanter or more interesting drives than those which may be taken along the broad, tree-lined avenues of Pasadena. Within spacious enclosures on each hand may be seen elegant villa resi-

CHRISTMAS, PASADENA.

dences or splendid mansions surrounded by ornamental grounds of the greatest beauty. Palm-trees, magnolias, century-plants, fig-trees, ancient live-oaks, survivals of the days when this was only grazing ground for flocks and herds, pepper-trees, blue gums, and an infinite variety of ornamental shrubbery, makes these drives entirely novel, interesting, and charming. The city obtains an abundant supply of water from the Arroyo Seco Cañon, and the results of irrigation confront one in the wonderful groves of citrus and deciduous trees. Pasadena has a round dozen of churches, representing an expenditure of nearly half a million dollars. It has business blocks of metropolitan proportions, spacious and elegant theaters, four banks, a score of hotels, large manufacturing establishments, canning factories, electric-car lines, telephone system, electric lights—in short, all of the modern conveniences. As a place of residence we know of no more charming city than Pasadena, whose ten thousand inhabitants have every reason to congratulate themselves that their lines have fallen in such pleasant places. The wonderful climate of Pasadena is one of its chief attractions. Tourists who arrive in November or October are constantly on the watch for winter. Finally a rain-storm comes, drenching the earth, and a few weeks later the ground the length and breadth of the land is carpeted with flowers, form succeeding form, until color and variety, tint and hue, seem to have run riot; by this token you may know that the winter has come. The tops of the Sierras are clothed with snow, so near that you can see the snow blown high in air by the mountain's blizzard, so near that in two hours' ride you can go snow-balling or tobogganing, yet here at Pasadena the ground is white with the blossoms of the orange, there is a carnival of flowers in every dooryard, and to the student who arranges his plants according to their altitudinal horizons it is a puzzle. Here, in the same latitude as Wilmington, N. C., we find the banana, fig, pomegranate, guava, alligator pear, cocoanut, the fan-palm, sago-palm, cactus, the yucca, century-plant, cork-tree, the rubber-tree, the olive, orange, lime, lemon, and a host of other tropical forms, yet it cannot be a tropical climate, as side by side with these is seen every pine known from Norfolk Island to the shores of the Arctic Sea, firs, spruces; and as for fruits, we see the apple, pear, peach, apricot, plum, nectarine, all the small fruits, everything found in the gardens of New York State.

MOUNT LOWE RAILWAY.

The seasons are difficult to understand. The summer mean temperature at Pasadena is 66.61 degrees; that of Mentone in the Riviera, 73 degrees; of Jackson-

ville, Fla., 81 degrees; of New York, about 73 degrees. Thus it will be seen Pasadena cannot have remarkably warm weather. The summer, with the exception of one or two days, is not unpleasantly warm, and it is always pleasant and comfortable in the shade, while every night is sufficiently cool to require a blanket. Not a case of prostration from heat, not a squall or wind-storm, seldom a thunder-clap or sign of lightning, and hardly a cloud in the sky; this is the record of the summer here. Every day is a pleasant one, and such heat as is experienced in New York City in the summer is never felt.

Three hundred and forty days out of the year will permit of continuous out-of-door life in the open sunlight, and at least half of the others may be enjoyed. This is the great secret. The country is the land of the open air winter and summer, and the conditions of altitude and nearness to large cities, allowing of all the luxuries and comforts, add to its attractions.

Pasadena is connected with Los Angeles by three steam and two electric lines, and communication between the two towns is excellent, cars and trains running very frequently.

Soldiers' Home. A mile from Home Junction, on the Santa Monica Branch, on a loop line, and sixteen miles from Los Angeles, is the home that a government that would nourish the wonted fire of patriotism maintains for its disabled volunteer soldiers. Two thousand veterans, heroes of the faded blue, are here at home; the great group of fine buildings, the extensive grounds, with their arboreal and floral wealth, the model farm of nearly 500 acres, and above all the veterans themselves, make this square mile a place of intense interest. Street-car service through a beautiful country connects the home with Santa Monica, and with the excellent suburban service of the Southern Pacific Company, enables the sightseer to visit both places in one day.

Mount Lowe. From Pasadena extends an electric railway to Altadena, where a marvelous cable road lifts the traveler up to Echo Mountain, site of the Mount Lowe observatory, which has gained fame in the astronomical world through the discoveries of Dr. Lewis Swift and other star-gazing scientists. From Echo Mountain to Mount Lowe extends an electric railway, which is one of the marvels of engineering. At Mount Lowe is Alpine Tavern (altitude about 5,000 feet), an attractive resort visited yearly by thousands of tourists.

San Gabriel. This is the site of the famous Mission of San Gabriel, or, to give it the full honors of its stately Spanish title, "El Mission de San Gabriel Arcangel." The mission was founded September 8, 1771, and was moved from the original site to its present position in 1775. The mission church is a most interesting relic of what in the new world may be called antiquity, having been erected in 1804 of material imported from the mother country, Spain. An electric line running from the heart of the city lands the tourist at the mission.

Beyond San Gabriel are the suburban towns of Alhambra, Shorb, and Aurant.

LOS ANGELES TO SANTA ANA, WHITTIER, TUSTIN, AND LOS ALAMITOS.

SOUTH of Los Angeles in the county of that name, and the neighboring county of Orange, is a richly productive section that raises pretty nearly everything under the sun, except tornadoes, floods, snowstorms, sunstrokes, and torrid nights, which are not indigenous to California, and which no weather prophet has been able successfully to import.

Downey. Leaving the Arcade Depot, the great city station of the Southern Pacific Company, reached from all parts of the city by electric lines, the trip is southward through the hog and hominy land, past Florence and Vinvale to Downey, an enterprising town surrounded by an agricultural section that would make any farmer's heart glad. Potatoes, walnuts, vegetables, small fruits, corn etc., are profitable crops, and the "lay of the land" is everywhere indicated by the cackling hen.

From Studebaker, fifteen miles from Los Angeles, a branch extends to Whittier through a country that is proving particularly well adapted to the cultivation of fruits and walnuts.

Whittier. The Quaker colony of southern California, Whittier, is like Redlands, an example of marvelous growth. Ten years ago simply a vast barley-field, now it is tree-clothed, and hundreds of homes make this an ideal foothill city. The Whittier college of the Society of Friends is a very successful institution. "If thee would find a place more beautiful than this, thee'd search far." Of interest is the state reformatory institution, where the wayward youth are guided back into the proper path. Whittier possesses city improvements and wealth; every year it ships several hundred carloads of fruits, vegetables, and walnuts. Its cannery is one of the largest in the State.

Norwalk. Returning to the Santa Ana line we pass the thriving village of Norwalk. Ostriches of all stages are here, from those who have just been shelled out to the bald-headed old gentleman, who, however, is not a bit stiff-necked. There are two ostrich farms near Norwalk.

Buena Park. Buena Park is decidedly in the cow country. It has a condensed milk manufactory that expends $15,000 per month, using thousands of gallons daily. A beautiful avenue is one of its greatest attractions.

Anaheim. Anaheim is forty-three years old, but has the perennial youth of every southern California colony. A colony of Germans, possessing good judgment, chose it in 1857 as a good place in which to live—and that good judgment has never been disputed. Few cities are more prosperous, and its 2,500 people not only possess, but own a large area of cultivated country, orange groves, vineyards, walnuts, and small fruits. The city has fine avenues, electric lights, street cars, and other public utilities. There are several points of historic interest in the neighborhood.

Los Alamitos. Los Alamitos is nine miles from Anaheim, on a branch line

recently built. A sheep range a few years since, it is now the site of a large beet sugar factory with a capacity of 700 tons of beets per day. It has a school-house, of course, a church, two hotels, and several stores. It is the railroad station for Anaheim Landing and Bolsa-Chico Bay, one of the new seaside resorts.

Orange. Orange has fine avenues, an excellent public library, and a miniature park in a plaza, but its chief distinction is its ideal homes and their lovely surroundings. Three miles from Santa Ana, its sources of commercial prosperity are those of its neighbor.

Santa Ana. Santa Ana is thirty-four miles from Los Angeles, and is the metropolis, commercial and political, of Orange County. It is a modern city with fine business buildings, paved streets, electric lights, four banks, and an opera house that would be a credit to any place on the coast. Its electric street-car system connects with Orange, and is to be extended throughout the valley. Prosperity is very evident in Santa Ana, and that is not to be wondered at, for the surrounding county of Orange is one of the richest sections of California, with a wonderful variety of profitable products. That explains the four banks. A great many new houses are being built, several new business blocks have just been completed, and there is every prospect that the year 1904 will be one of unexampled growth in both city and county. A new canning establishment, that is capable of turning out 50,000 cases of Orange County products every day, is now in operation. A fine new court-house has just been finished. Santa Ana has a public park worth considerable pride, a good public library, fine schools, an enterprising chamber of commerce, an Ebell society for the ladies, and a Sunset club for the gentlemen. The northern part of the city is noted for its beautiful homes. The county has been generously favored by Mr. Irvine in its picturesque park in Santiago cañon. Near by is the fifty-acre tract of the Santa Ana Golf Club, also a gift of the same gentleman. The city is the junction of the Santa Ana and Newport branch with the main line.

Newport. Newport is a famous place for those who love the ocean for its own sake, and not because of beach brass bands or merry-go-rounds. The man with the broad-brimmed hat and the long fishing-pole, with a family who like to be summering along a delightful beach, comes here. It has a sand peninsula with quiet water on one side and tumbling breakers on the other, a delightful bit of headland scenery, and a bay perfect for bathing and boating. Its wharf and hotels are all attractive. A branch of the railroad extends to Smeltzer and the famous peat lands, where are grown the hundreds of carloads of celery that find their way to the Eastern market every year. Very productive are these peat lands, and grow almost anything in abundance, save large timber that have "too heavy a step." Every tourist should make a visit to this interesting section, where he can produce an earthquake "all by himself." The trip from Newport to Smeltzer is one of much scenic beauty.

Tustin. Tustin is the center of one of the older fruit districts of the South, and has many magnificent groves. The town is the center of a community well known for its wealth and refinement. Near by is the famous San Joaquin ranch of a hundred thousand undivided acres that extends from the mountains to the sea. There are good roads in all this country, a peculiar rock formation known as "Tustin cement" being responsible for many of them.

LOS ANGELES TO SAN DIEGO.

THE trip from Los Angeles to San Diego abounds in interest, and if one obeyed one's inclinations, and made a stop at all the attractive stations which intervene between the inland city and the city on the ocean side, it would take an entire vacation to accomplish the one hundred and eighty-nine miles of the journey. Leaving Los Angeles on the Sante Fe Pacific Railway at a comfortable hour in the morning, we are soon speeding through the suburbs of the City of Angels. It is difficult for us to tell just when we have passed beyond the confines of the city, because the country is so fully occupied by handsome villa residences and the suburban stations are of such frequent occurrence that one is puzzled to determine where the town ends and the country begins. Downey Avenue, Morgan, Highland Park, Gravanzo, Lincoln Park, South Pasadena, Raymond, Pasadena, Olivewood, Fair Oaks, and Lamanda Park are all busy stations disposed within a distance of thirteen miles from Los Angeles. It is therefore not to be wondered at that the traveler is confused and at a loss to know just when he is "out of town." Beyond Lamanda Park the stretches of open country between stations begin to widen, and one can look out of the window at least twice before another town appears in view.

Raymond. As this station is approached one sees on the right an aspiring hill adorned with handsome lawns, ornamental shrubbery, trailing vines, and umbrageous trees. The summit of this hill is crowned by a massive and stately edifice that at once attracts attention and excites curiosity. On inquiry we learn that this is the Hotel Raymond, and that here are entertained the hundreds of guests brought hither by the well-known excursion managers Messrs. Raymond and Whitcomb. This, however, forms but a small part of the patronage of the Hotel Raymond, for from its excellent management, beautiful situation, and healthful location the hotel has become exceedingly popular. Of course there is a town-site here, and what is not always the case in this country of town-sites, there is a town as well, with the prospects of a city. Passing through Pasadena, described elsewhere, we come to

Lamanda Park. We wish to do the tourist who reads this book a good turn, having his comfort and enjoyment at heart, therefore we advise him to stop at Lamanda Park and make his headquarters for a day, or a week, or a fortnight, in this delightful spot. In the first place, one can find here a homelike and comfortable hotel; in the second place, this is an excellent point from which to make radiating trips through the charming San Gabriel Valley or among the foothills and up the peaks of the Sierra Madre Mountains. Within an hour's drive are Sierra Madre Villa, the famous Rose Vineyards, Baldwin's Ranch, where, besides miles of orange avenues are to be found, at Santa Anita, the stables made famous by the fast horses owned by the "bonanza king." Orange orchards, avenues of English walnut-trees, lemon groves, vineyards, veritable forests of deciduous fruit trees and a tropic luxuriance of splendid floral beauties surround this place, which, though modest in size, is, as we have said, a charming resting-spot and a most convenient

point from which to radiate in all directions and view either the grandeur of the mountains or the more quiet but none the less attractive beauties of the valley.

SIERRA MADRE VILLA.

An Ideal Pleasure and Health Resort.

In the Heart of Orange Groves, on the Slope of the Sierra Madre Mountains.

The fame of the Sierra Madre Villa is world-wide. On its shaded verandas congregate daily the most cultivated and intelligent people. It is not always the same company that gathers here, but it *is* always a company which it gives pleasure for one to meet. The class of guests is of the best, because the reputation of the Villa naturally attracts that class. This ideal pleasure and health resort is located on the southern slope of the Sierra Madre Mountains, fourteen hundred feet above the level of the sea. This elevation gives it complete immunity from the fogs of the sea and valley, and also gives a view of the most wide-horizoned beauty. Here we are only fourteen miles from Los Angeles, far enough away to escape the turmoil of the city, and near enough to enjoy all of its advantages. Theater trains are run three or four nights each week, and one can go to Los Angeles by train at almost any hour in the day. The Santa Fe Pacific passes within a mile and a half of the villa, Lamanda Park being the station. The views from the Villa overlooking the beautiful San Gabriel Valley, are a glorious panorama of rugged mountain ranges, extensive orange groves—in one of which the Villa stands—vineyards, and the distant ocean with its shadowy islands. Here is, indeed, an ideal home with good food skilfully prepared, pure air, and sparkling mountain water. With all these essentials for health, comfort, and luxury, the tourist cannot fail to enjoy his sojourn here. The fame of the Villa for its beautiful and healthful location, and superior accommodations, with all modern improvements for over one hundred guests, has become international. There are fine suites of sunny rooms, broad verandas, inclosed with glass to keep out chilly air if desired, a beautiful lawn, flowers, etc., and the most genial climate under the sun. Good roads and a beautiful drive from Los Angeles to the Villa.

The San Gabriel Valley. The remarkable growth of the San Gabriel Valley of southern California may be traced to a single imperishable feature—its climate. Towns and cities have appeared like magic; not the mushroom growth one expects and finds where a mining excitement has been the magnet, but towns which in completeness, architectural beauty, taste and culture of the people, will equal many in the East dating back fifty years or more. Ten years ago the San Gabriel Valley was, comparatively speaking, unoccupied. Several small towns, as Duarte, San Gabriel, Puente, were the chief centers, and the entire land was cut up into large holdings or ranches. To-day we find towns by the dozen larger than these pioneers, three lines of transcontinental railway, and one city, Pasadena, with a summer or permanent population of fifteen thousand persons, and a winter one ranging from twenty thousand to forty thousand. The San Gabriel Valley is about ten miles wide and thirty miles long. Upon the north are the California Maritime Alps—the Sierra Madre range—rising directly from the plains in a series of parallel ridges, in peaks from four thousand to fourteen thousand feet above the sea. To the west, spurs of the main range, the Sierra Santa Monica, the San Rafael and the Verdugo Mountains form a protective boundary, while to the south the Puente Hills rise, beyond which, faintly visible, twenty-five miles away, is the Pacific. The Valley is therefore completely environed on all sides, having abso-

FALLS, BUBB'S CREEK, SIERRAS.

lute protection from prevailing winds from the north, in this respect again resembling the Riviera of Europe. The presence of these mountains and cañons rising so abruptly from the valley, gives to the locality a scenic charm difficult to describe, and for its peculiar charm the view of the Sierra Madre range at Pasadena is unequaled in this country.

Monrovia. This handsome little city has been christened by its admirers "The Gem of the Foothills," and, in fact, there is quite as much truth as poetry in the title. It has a most attractive site, commanding a comprehensive view of the San Gabriel Valley to the front, while the background is filled in with the massive range of the Sierra Madre Mountains. The town has two lines of street railway and an electric line to Los Angeles. It possesses an elegant and costly hotel, furnished with all the modern improvements, handsome school-houses, first-class business blocks, fine private residences, and no saloons.

Duarte. This is one of the oldest of the settlements of the Valley and is surrounded by a country of great productiveness. Farming is a considerable industry, and great quantities of corn and alfalfa, in addition to fruit, are raised.

Azusa is near the upper end of the San Gabriel Valley and is in the center of the great ranch from which it takes its name. The stations now follow in quick succession until San Bernardino is reached. In fact, the train never makes more than four miles advance without either stopping at a station or passing through one. To give the reader an idea of the frequent occurrence of these towns we append a list, with the distance of each from Los Angeles: Glendora, 27; San Dimas, 31; Lordsburg, 34; North Pomona, 35; Claremont, 36; North Ontario, 41; North Cocamonga, 45; Etiwanda, 47; Rialto, 57; and San Bernardino, 60. One of the most marvelous things connected with this journey of sixty miles from Los Angeles to San Bernardino, aside from the marvels of nature, is that for an average of every three miles of the journey there is a station, and that at many of these stations there are considerable towns, and at several of them thriving cities.

SAN BERNARDINO.

Manufacturing and Mercantile Center.

A Beautiful Residence City.

At San Bernardino we stop for dinner, and change cars, taking the Southern California Railroad for San Diego. The station is a large and spacious building, admirably fitted for the purposes to which it is dedicated. The city of San Bernardino lies in a most beautiful and fertile valley. The county embraces 23,476 square miles, and contains not only some of the finest farming land, citrus and deciduous fruits of countless varieties, but also rich mines, and many mineral springs and health resorts. The scenery is magnificent and varied, the mountains abound in timber, and game is plentiful. The climate is superb and invigorating. The city of San Bernardino is situated in the center of a valley one mile square, and has a population of 10,000, and is rapidly increasing in size and wealth. Among other notable buildings are the finest brick grammar school in southern California; a court-house which cost $40,000; the Stewart Hotel, costing $125,000; an opera house; an excellent hospital; and churches of all denominations. There is an abundance of artesian water. Three lines of railroads cross the county—the Southern Pacific, through Los Angeles and Colton, to Yuma and Arizona; and the Southern California, from San Diego, through San Bernardino to Barstow; and the Southern California Railroad, which runs on a straight line between the two cities. There is also the Valley Railroad, from the city to Gladysta, Lugonia, Redlands, and

Mentone, to the west line of High View. A motor road also runs continuously between this city and Colton, a distance of three miles, and the San Bernardino & Redlands Motor Road to Redlands and Lugonia via Victoria and Old San Bernardino orange groves. Also the San Bernardino & Arrowhead Narrow Gauge to Arrowhead Hot Springs. Street cars are running to all parts of the city. Building material is abundant and cheap. Among the varied products that attain perfection here we may mention oranges, raisins, wines, fruits and flowers of all kinds, alfalfa, corn and barley, while gold, silver, and borax are found in large quantities in the near mountain ranges.

A Fertile Valley. The county of San Bernardino is the largest in California, and includes within its limits the valley of the same name. It contains much land which is now lying fallow, but which will in time be irrigated and made very productive. In its southwest corner are several large valleys, well irrigated, and of unusual fertility. Within them are long stretches of almost level plains, from which the gently undulating mesas gradually rise until they reach the foothills. The lower level lands are sufficiently moist to grow alfalfa, corn, and vegetables, without irrigation; and the soil is mainly a black sandy loam. The higher lands become more sandy, while the foothills contain the gravel washings from the mountains. These higher lands grow vines and deciduous fruits with the natural moisture; oranges and lemons alone require artificial irrigation. The higher lands are better for deciduous fruits, the mesas or table-lands for citrus fruits, the lower lands for vegetables and general farming. There are some immense vineyards in the country, and a vast quantity of excellent wine is made. After a barley crop is harvested, it is succeeded on the damp or irrigated lands by a crop of corn Alfalfa yields well and is cut from three to seven times in the season. About two tons are taken off each acre at a cutting. The heavy black loam of the mountain sides grows exceptionally fine potatoes. Vegetables and edible roots of all kinds attain an enormous growth in the valley. Besides the semi-tropical fruits, all those of more northern latitudes can be raised. These valleys surpass any others in the southern part of the State in the matter of an abundant supply of water for irrigating purposes. The Chino Ranch and Ontario lands are in this county.

Redlands. Almost at the eastern end of the Inside Track under the brow of Mt. San Bernardino lies Redlands, fifteen years ago a barren red hillside; to-day a city of 8,500 people, with 12,000 acres of citrus and 2,000 acres of deciduous fruits, and nurseries and land and water making orchards every minute.

Along the foot of the mountains in an elevated yet protected position it is the chosen winter home of many wealthy Eastern people. It is a city of magnificent views. Toward the west, facing it, is the lovely San Bernardino Valley; at its back are the two highest peaks in Southern California, Mt. San Bernardino and San Gorgonio; to the right the fertile foothills and mesas of Highlands and the intermediate country, extending across to the mountains to the north. To the left the city site slopes upward, culminating in a canon crest, where one may stand and look down as from the upper edge of a giant wall into deep San Gorgonio pass, a train perhaps winding through the defile; or turn to the north and view the glory of Redlands, the exquisite.

Canon Crest is a park, better known as Smiley Heights, and renowned the world over for its beauty. It beggars description. There is little use in trying to tell of two hundred acres of flower garden with a thousand varieties of trees and shrubs besides. The views, the wonderful drives, the lakes — you don't stop to

count the flowers; it's enough to know that in trees there are forty varieties of eucalyptus, twenty of acacias, and fifteen of palms, and the tree catalogue hardly opened. A horned toad that a decade ago called this desert his home would feel badly lost now. As for you, it is enough that you are there.

Another characteristic feature of Redlands is the A. K. Smiley Public Library — built in the old mission style and set in a fine park — containing about 9,000 volmes. It is the generous gift of Mr. A. K. Smiley to the city, and its material worth alone is $40,000.

Redlands has magnificent homes, excellent hotels, and boulevards that are an irresistible invitation to riding, bicycling, and coaching.

The city does not depend upon its wealthy eastern relations for support. The fruit crop of 1903-04 yielded about 3,000 cars in revenue, and the orchards are young yet.

The city is electric lighted, paved with asphalt, and in the business section handsomely built with brick and stone, no wood being allowed. An electric line is in operation between Casa Loma Hotel, Smiley Heights, and the Country Club. The chief water supply is the great Bear Valley reservoir up in the San Bernardino mountains, and new sources of supply are being constantly developed. The building improvements for the past three years amount to $3,000,000. New homes in orchard settings are springing up everywhere.

There is an attractive Country Club on the foothills overlooking the city, where all the usual outdoor amusements can be found. During the past year a University Club Building has been erected; the Contemporary Club (a women's organization) is now constructing a building adjoining the Smiley Library, and a handsome new Opera House has just been completed. These features, and many others, add very much to the enjoyments of visitors at Redlands.

From Redlands many points of interest in the mountains are reached, by stage, horseback, or the philosophical burro, who has a soul above mountain heights and to whom no trail is too narrow, no trodden way too precipitous — if he have but time. The ascent of snow-covered Mt. San Bernardino and its near neighbor, Mt. San Gorgonio (in the vernacular "Grayback" because of its snowy ridge), may be made with either San Bernardino or Redlands as starting-point, an interesting summer trip.

Colton. Colton, fifty-eight miles from Los Angeles, is a railroad center of importance. Here the Southern Pacific Company's line between Riverside and San Bernardino, recently the subject of great improvements and for which more are projected, crosses the main line of the Inside Track. Colton, besides being headquarters for many railroad men, has other adjuncts of prosperity. A roller flour mill of 250 barrels daily capacity and an up-to-date planing mill have lately been built here. Granite and marble quarries, and, perhaps most important of all, cement works of large capacity at Slover mountain, employ many men. The Colton terrace oranges are at the top in market quotations. A new hotel is projected and an electric railway has been built with more lines contemplated.

East Riverside is the station for Riverside, reached by a branch line.

South Riverside, on the Southern California Railway, fifteen miles southwest of Riverside, is remarkable for the beauty of its situation and the symmetry of its design. The projectors of this delightful town had original ideas and the town-site is exactly circular in form. Fruit raising is one of the leading industries, while manufacturing is receiving a great deal of attention, and has already been firmly established here.

RIVERSIDE.
The Orange Grove City of Southern California.

Washington has been wittily denominated "the city of magnificent distances," but here in southern California we have found a city equally as deserving of that characterization. Riverside manages to cover twenty-five thousand acres, and this great extent of territory has upon it between three and four thousand inhabitants. But did ever any one behold a more beautiful sight than this orchard city, reclining in the midst of orange groves, its magnificent avenues lined with ornamental trees, among which the oriental palm is most conspicuous, its artistic villa residences surrounded with grounds in which the care of the landscape gardener can be seen, its fine business blocks of brick and stone, its handsome hotels, and its surrounding vineyards making it a perfect bower of beauty.

NEW GLENWOOD HOTEL, RIVERSIDE.

Resuming our journey on the main line from East Riverside, we pass through Box Springs, Alessandro, and Perris, which latter place is situated on the San Jacinto River, which empties in Lake Elsinore, some twelve miles farther on. The country has become more rugged, for we are now skirting the San Jacinto hills. We pass through deep cuts and around projecting spurs, and finally enter a very pretty cañon, emerging from which we pause at Elsinore on the margin of

Lake Elsinore. This is a lovely little sheet of water, cradled in the highlands, with a bold mountain range to the west. The lake is four miles long, and about half a mile wide, and forms a charming feature in the landscape.

Wildomar. At the foot of Elsinore Lake is Wildomar. This town has a very picturesque situation, and considerable expense has been incurred in planting trees, grading the streets, and bringing water in pipes from the adjacent mountains. It has schools, churches, good business houses, and a population of about two hundred.

Murietta. This is a regular meal station, and on that account is of interest to the traveler. It is situated on the Margurita ranch, which comprises 208,000 acres of land, especially and solely adapted for grazing. San Margurita Creek flows through the town, and the railroad follows this stream for thirty-seven miles, and then, over the brow of a rolling mesa to our right, the great Pacific Ocean bursts on our view.

Ocean Side. This thriving town of a thousand inhabitants has a commanding situation on a mesa two hundred feet above the level of the ocean. From this point of view the coast line can be followed in either direction as far as the eye can reach. Here there is one of the finest hotels (the South Pacific) on the coast, and here great improvements have been inaugurated by the enterprising citizens.

ORANGE GROVE AVENUE, RIVERSIDE.

The accommodations for sea bathing are most complete, and Ocean Side is sure to become an exceedingly popular pleasure resort. Between Ocean Side and San Diego, a distance of forty-seven miles, there are just a "baker's dozen" of stations. At some of them one can see hotels of the most imposing size and beautiful architecture, a house or two, and thousands of lot stakes, but no great showing of business or population. The stations occur in the following order: Carlsbad, Leucadia, Encinitas, Del Mar, Cardero, Sorrento Alpine Selwyn, La Jolla, Roses Siding, Morena, and Old Town.

SAN DIEGO.

The Naples of the New World.

The Great Bay City of Southern California.

The magnificent natural advantages of San Diego cannot fail to make this the great city of southern California. It lies upon a slope facing San Diego Bay. This slope extends back perhaps an average mile, where it reaches an altitude of two hundred feet above the level of the sea, and from which point the country extends back in a broad, rolling mesa. With such a slope, and with such an ascending altitude, opportunities are offered for the most wide-sweeping and magnificent views. At the foot of the city lies the land-locked bay, one of the most beautiful in the world, glistening like a sheet of silver in the genial rays of an unclouded sun. Between the bay and the ocean is the Coronado peninsula, on the expanded part of which is the town of Coronado, with the largest hotel in the world. Beyond Coronado is the Pacific Ocean, whose long, rolling swells break upon a level and far-extending beach, their combining crests breaking into snow-white foam as they fall with majestic regularity upon the shining sands. The distant background is formed by the mountains, with the Jamul, old San Miguel, and El Cajon standing well forward, the advance guard of an army of giants. To the right is the receding mesa; to the left the table-lands and mountains of Old Mexico. The landscape in garb of varying green, the bay and ocean with their ever-changing shades from shining silver to deep, dark blue, form a picture of such entrancing beauty that neither pen nor pencil can adequately depict. With such natural attractions, to which should be added the attractions of climate, it is not a matter of wonder that the population of San Diego has increased rapidly since overland transportation facilities have been provided. The city's population in November, 1885, was but the population of a healthy village, say about four thousand; a year later saw it advance to a city of between ten and twelve thousand; and by November, 1887, the population had doubled again, and reached a total of twenty-five thousand souls. The increase since has been steady, and the common but conservative estimate of the population to-day is thirty thousand. The character of the population is truly American. Because to the Eastern mind San Diego is "away in the West," the impression prevails with some that its population is of that Western character to be found in romance of the light order. A greater mistake could not be imagined. San Diego is as typical an American city as any to be found in the land of Americans. If the influence of any one city may be said to prevail here, it is the influence of the city of Boston; and there is reason for it. The Santa Fe Railroad, whose western terminus is at this harbor, is an institution maintained by Boston men and Boston capital. This has naturally created in Boston a financial, and finally a social, interest in San Diego, which has resulted in the transplanting of many Boston men and women from the metropolis of New England to the new city by the sunset sea. They have found here a genial, social climate. In a city

ORANGE GROVE.

covering as much ground as does San Diego, the matter of transportation is of first importance. This has been looked after by the enterprising citizens. Electric railway systems supply the needs of the inhabitants.

CLUSTER OF ORANGES.

SAN DIEGO BAY.

A Thing of Beauty and a Great Commercial Factor.

The bay of San Diego is one of the most beautiful in the world; it is also a great factor in the success of the city. There are larger harbors than this, but for the uses to which harbors are devoted, there are none better anywhere than that of San Diego, and it is large enough to afford a safe refuge for the entire merchant fleet of the United States. The bay is thirteen miles long, and the total area of water is twenty-two square miles. Commodore C. P. Patterson, Superintendent of the United States Coast Survey, wrote in 1878:

"I have crossed this bar at all hours, both day and night, with steamers of from 1,000 to 3,000 tons burden, during all seasons of the year, for several years, without detention. It is the only land-locked harbor south of San Francisco and north of San Quintin, Lower California, and from a national point of view its

REDLANDS.

importance is so great that its preservation demands national protection, and justifies National expenditure."

The history of this wonderful city reads like a romance. Previous to November, 1885, San Diego existed chiefly as a town-site, and, measured by the corporation limits, it contained an amplitude of area. It was in 1833 that the Pueblo of San Diego was organized; but it was not until eleven years later, in the latter part of the year 1844, that the people followed the usual customs of those times, and petitioned the Government of Mexico (this whole country was then under Mexican rule) for a tract of land. A few acres more or less was of no particular account to the Mexican Government at that time, and a grant of seventy-five square miles was

SAN BERNARDINO.

made, "to be used, controlled, and disposed of by the legally authorized representatives of the city." These seventy-five square miles, or, to be exact and use the figures of the surveyor who traced the lines subsequently for the Government, and who reported that the entire Pueblo consisted of 48,556.69 acres, do now, minus 1,233.8 acres reserved by the Government for military purposes, constitute the area of the corporation of San Diego. The question of title never arises here. That original grant has been confirmed and upon it rests all instruments of sale.

The shores of the bay are dotted with suburban towns, which share the benefits of San Diego harbor. They are separated from the City of San Diego by distinct bounds, but it is only a matter of time when they will become integral parts of the parent city. These towns are known as National City, Roseville, and Coronado.

National City is located four miles down the bay, reckoning the distance from the center of the business community of each city. The two cities are, however, already practically merged into one, as they are one in interest and in sentiment. National City has a population of 3,000. It is the terminus of the Santa Fe system on the Pacific coast, and of the National City & Otay Railway Company. A capacious wharf furnishes facilities for deep-sea vessels to unload, and here, too, ship and rail are brought together. An olive-oil mill having been established, National City is the olive market for Los Angeles, San Bernardino, and San Diego counties. It is furnished with water from the recently completed Sweetwater reservoir, which has a capacity of six billion gallons, and insures a supply sufficient for a city of twenty-five thousand inhabitants.

VIEW IN SAN ANTONIO CAÑON, ONTARIO, CAL.

Coronado. On Coronado Beach, just across the bay from San Diego, is a city which has already become famous throughout the country. In two years' time this wild waste of land has been transformed into a city with a population of two thousand. It has one hotel which cost one million dollars, and others which cost large sums; it has elegant and substantial residences; it has an iron foundry in operation, and half a dozen factories of various kinds; it has ship-ways with a capacity for dry-docking the largest coast steamers on an hour's notice; it has complete water, gas, and sewer systems, and, as a whole, has been converted into a veritable garden, the streets being uniformly lined with tropical trees, shrubs, and flowers. The surf-bathing of Coronado Beach is the best on the entire coast, and probably the finest in the world. The beach slopes gently, and the sand is hard and free from stones and ragged shells, and there is no undertow. The temperature of the air and of the sea is about equal both in winter and summer; consequently there are extraordinary inducements for surf-bathing all the year round.

Roseville and New Roseville are located not far from the entrance to the harbor. A fine wharf has been built there, regular ferries established, and the works of the San Diego Nail Factory are now being erected. They will have a capacity of 500 kegs of nails a day, and will be one of the important industries of the San Diego region.

The Sweetwater Dam. This dam is one of the engineering wonders of this region, and an excursion to it is a most enjoyable experience. It is situated about six miles back of National City, and is reached by the National City & Otay Railroad. The dam, together with sixty-five miles of wrought-iron pipe laid from the reservoir to National City, and to various points in that section for irrigation purposes, cost a total of $800,000. The dimensions of the dam are as follows: 46 feet in thickness at the base, 12 feet in thickness at the top, 75 feet in length at the base, 396 feet in length at the top. The reservoir is three miles long, three-fourths of a mile wide, and covers 700 acres. When full it will hold six billion gallons of water, a quantity sufficient to irrigate 30,000 acres of land and supply a city of 50,000 people for one year, or irrigate 50,000 acres of land one year.

THE CLIMATE.

Summer the Year Round.

The Home of Health and Pleasure.

The climate of this region is a perpetual source of wonder to visitors. It is stating the simple, unquestionable fact to say that it has no equal among the health resorts of the world. From the compiled records of the U. S. Signal station here we extract the following: From 1876 to 1885, both years inclusive, covering a period of ten years, and embracing a period of 3,653 days, there were 3,533 days on which the mercury did not rise above 80°; and only 120 days in ten years in which the thermometer marked a higher temperature than 80°. During these ten years there were never more than two days in any one month in which the mercury rose as high as 85°, except June, 1877, four days; September, 1878, five days; June, 1879, two days; September, 1879, four days.

Returning to Los Angeles. The lovers of fine scenery, yachting, ocean bathing, salt-sea fishing, outings among the hills, and those who delight in a summer which circles the entire year will most reluctantly tear themselves away from the charms of San Diego. But one can't travel and stand still at the same time; so we take a night train northward on the same line we came in on, and

SCENE IN SAN ANTONIO CAÑON, ONTARIO, CAL.

sleep sweetly in one of Pullman's Palaces until we reach Colton. Here, after a good breakfast, we take the Southern Pacific road for Los Angeles, thus passing through new scenes from this point on to our destination. The first station reached after leaving Colton is

Cucamonga. This town is situated in the region made familiar to the public by the Cucamonga wine, the grapes here being noted for their fine quality. Slover Mountain is near Cucamonga, and is remarkable for containing quarries of onyx, lime, marble, and cement. The "Mountain" is in reality only a moderate-sized conical hill, but its rich deposits make it more valuable than a whole range of its big brothers. The marble is of the best quality, and can be quarried in great blocks, fifty feet long, if desired, and with a width of from five to six feet. The

EUCLID AVENUE, ONTARIO, CAL.

onyx is white, and is mined in large quantities for ornamental uses. Along the southern foot of Slover Mountain flows the river Santa Ana.

Ontario is located on the main lines of the Southern Pacific and the Santa Fe Railways, the main depot being on the Southern Pacific, 38 miles from Los Angeles and 20 from Colton, while the Santa Fe runs two miles north, the station being North Ontario. From the Southern Pacific depot, a branch line extends to Chino. The Southern Pacific and Santa Fe run also three trains daily each way, thus affording first-class railway facilities. Ontario comprises some twelve thousand acres, located on the mesa, which slopes south gradually from the Sierra Madre Mountains to the Santa Ana River. It is in the west part of what is commonly known as the San Bernardino Valley, and occupies the highest point passed by rail or carriage road between Los Angeles and San Bernardino. The lands reach from the mountains around the San Antonio cañon to the Chino Ranch, a distance of about nine miles, and the Colony ranges in width from one to three miles. The altitude is a little less than one thousand feet at the ranch line, and the grade is about one hundred feet to the mile, increasing a little nearer the mountains, the mouth of the cañon being about two thousand two hundred feet above sea level.

The scenery around Ontario is of the most striking and attractive char-

CASCADE IN SAN ANTONIO CAÑON. ONTARIO. CAL

SAN ANTONIO FALLS, ONTARIO, CAL.

acter. To the northwest rise the Sierra Madre Mountains, while to the east towers the San Bernardino Range, and to the west slumbers the dreamy Pacific Ocean. As special landmarks in this striking scene are the four highest peaks of Southern California, namely: Mount San Bernardino and Old Grayback to the east, San Jacinto to the southeast, and Mt. San Antonio (Old Baldy) adjoining the Ontario tract on the north. Ontario occupies the elevated plateau between the San Bernardino Mountains and the ocean. The mountains being closely adjacent, and the sea being forty miles distant. The settler can choose his altitude from nine hundred to two thousand five hundred feet, and by so doing find exactly the climate that is suited to his personal tastes. On the higher slopes of Ontario we can see orange groves bearing fruit and flowers in delightful profusion, suggesting the breezes of "Araby the blest," while half a dozen miles distant on the mountain peaks gleams the arctic snows. Nowhere in the world are summer and winter brought into closer juxtaposition. The zones of perpetual summer and never-ending winter are separated only by the San Antonio Cañon. Nor is it scenery alone which recommends the "Model Colony" of Ontario. Here are the best fruit lands in this country of fruit-producing acres. Here the orange and the lime grow most perfectly and most abundantly; here deciduous fruits flourish, and here, in a word, is the fruit-grower's paradise. It is alleged that orange groves at less than four years of age have produced, and frequently do produce, from three hundred to five hundred dollars worth of fruit per acre. So great is the fertility, indeed, that three-year-old trees have been known to produce a full box of oranges each. But oranges are not the sole pro-

ducts of this wonderful soil. There are grown in great profusion the olive, peach, apricot, guava, prune, pear, apple, persimmon, plum, raisin, and grape, and when one has mentioned these, he has only begun the list. For residence there can be no pleasanter place than Ontario, and for horticulture and aboriculture surely no place can claim precedence.

POMONA.

Health and Pleasure Resort.

A Fruit-Growing Paradise.

One of the prettiest towns in the San Bernardino Valley is Pomona, in the eastern part of Los Angeles County, thirty miles from the city of Los Angeles and thirty miles from the Pacific Ocean northward and fifty miles eastward. The Sierra Madre range of mountains—average elevation of nine thousand feet above the sea, with snow-capped peaks—are distant six miles north, and Mt. San Bernardino (height eleven thousand feet) and Mt. San Jacinto (about the same height) forty and fifty miles eastward. The lower range, called the San Jose Hills, midway between the Sierra Madre Range and the ocean, terminates at the city, and the great valley widens at this point to twenty-five and thirty miles.

Thus these high mountain ranges protect this valley equally from harsh sea winds and the unpleasant dry winds and sand storms of the desert. The altitude of the city is eight hundred and sixty feet above the sea, the valley rising gradually to two thousand feet at the foot of the mountains. The immediate locality bears a similar relation to the mountains and the ocean as the celebrated health resorts of Mentone and Nice.

A ride through the streets of the city, or along the many roads traversing the country in every direction, will disclose many fine residences; also cosy, comfortable homes. Houses, which are neither large nor costly, show the refinement of true comfort and adaptation to the wants of the owners. The mild, open winters, and consequent freedom from cold, do not require as expensive houses as in eastern and northern climates; therefore the house is open, cheery, and homelike in its appointments, many with broad verandas for the open-air life of the occupants during most of the days of the year; and yet the individuality of the owner is as plainly seen in the architecture and plan of the modest home as the more pretentious buildings of the city or in older communities; for these quiet homes are surrounded by groves of trees, many of them evergreen—rows of vines extending almost as far as the eye can reach—with roses and flowers from the roadside to and surrounding the house, the whole deeply impressing the visitor with the air of homelike comfort and cheerfulness everywhere prevailing.

The town is fortunate in having an abundant supply of water at all seasons of the year, this precious fluid being obtained from three sources, namely, San Antonio Cañon, numerous *cienegas* which encircle the valley, and which are fed by subterranean streams from the high mountains, and artesian wells. There are in this valley some of the finest flowing wells upon the continent, some of which have given an undiminished flow for nearly ten years. There are now flowing in the Pomona Valley sixty-seven wells, fifty-two of which are owned by the Pomona Land and Water Company, who are extending their works at different points and increasing the number.

These waters are alike free from alkaline, saline, or mineral taint, and deliciously cool and invigorating. The right to use water for irrigation is sold with

the land, so that there need be no fear of a lack of this necessity upon the part of those who settle here.

Beyond Pomona are a number of small stations possessing all the requisites of climate, soil, and scenery to become thriving towns; which, doubtless, will be the outcome in a few years. At present, however, they possess only a statistical value to the tourist. These stations occur in the following order: Spadro, Lemon, Puenta, Monte, and Savanna.

THE COAST LINE.

LOS ANGELES TO SAN FRANCISCO.

MUCH time having been spent with pleasure and profit in the vicinity of Los Angeles, we reluctantly turn our faces to the north and take up our journey by way of the new and beautiful Coast Line, with San Francisco again our destination. .

Burbank. The Main or Coast Line of the Southern Pacific now leaves San Fernando, Newhall, and Saugus to the north, and strikes across the country through the Santa Susanna Mountains, turning to the left at Burbank and heading directly up the Coast.

Chatsworth Park. This station is in the midst of a rich farming region, but close by the road enters a great tunnel nearly a mile and a half in length. But the grade is easy, and the route shorter. The hills of the Santa Susanna are picturesque.

Oxnard. Oxnard is a city of 2,000 people. Its site a few years ago was an ordinary productive ranch. To-day it has fine brick business blocks, beautiful homes, four churches, 400 school children, school buildings costing $48,000, good hotels, a bank and one of the largest beet-sugar factories in America. The factory can crush 2,000 tons of beets daily. It produced last year several hundred carloads of sugar, a hundred carloads of beans, and a large amount of grain, nuts, and potatoes. Several thousand head of cattle are being successfully fed on beet pulp.

Oxnard has a fine avenue to a fine ocean beach, thirty minutes' drive. It is well located in the fertile Santa Clara Valley (not to be confused with the larger Santa Clara Valley, of which San Jose is the center). It will soon be on the main Coast line of the Southern Pacific, and its future is most promising.

An immense beet-sugar factory, valued at $2,000,000, and with a capacity of 2,000 tons of beets per day, and thousands of acres of sugar beets, are the cause of Oxnard's prosperity. Three and a half miles from Hueneme, on the coast, it has a perfect climate.

Somis. On the Oxnard branch now but within a year to be on the new main coast line. Somis is to be a town of importance. From an elevation of 250 feet it overlooks the pretty Las Posas Valley and the ocean, eleven miles away. Beans, nuts, citrus and deciduous fruits all do well here, and fine crops of barley, corn, wheat, and oats are grown.

Montalvo. This is the junction of the new main line with the old line up the Santa Clara Valley, via Saticoy, Santa Paula, Camulos, and Saugus.

Montalvo has close by great walnut groves and orchards of apricots, this being a favored region for both. No part of the State grows such perfect apricots as does this.

San Buenaventura. They know beans here, and grow beans, too. Not in garden patches, but in broad fields that stretch away to the mountains—beans by the carload, beans by the trainload, beans that are excellent boiled in primitive hunter's fashion, or baked in approved Boston style.

San Buenaventura is the county town of Ventura County, and is a pretty, energetic seaside city of 3,000 people. It is the junction of the Ojai valley branch with the Santa Barbara line. The country is noted not only for its beans, but as well for the variety and quantity of its fruits; a cannery has just been built, and the business section improved by the addition of fine new blocks. Cattle-raising, dairying, and hog-raising are important industries.

Mission San Buenaventura, southernmost of the Channel missions, is in a state of good preservation. It is in the city, within five minutes' walk of the railroad station. The city of Ventura is the home of U. S. Senator Bard. It is a great health resort, and among the best governed of cities. The Elizabeth Bard Memorial Hospital has just been built.

Nordhoff. A trip through the fertile Ojai valley to Nordhoff is entrancing. It is a park-like country, with trees hidden with climbing ivy, a country of beautiful views. Nordhoff is in a mountain encompassed oasis, a beauty panorama of mountains all about it. With its added perfect climate, good fishing and hunting, and neighboring hot springs, it is a most pleasant vacation headquarters. The Oak Glen cottages, a mile distant, form one of California's most charming places. The wild flowers of Nordhoff are famous the world over.

Matilija Hot Springs. Only three miles from Nordhoff are Matilija Hot Springs, a wonderfully good place in which to get well if you are ill. Accommodations are excellent, including a fine hotel, electric lights, telephone, etc.

Few trips by rail are more interesting than that along the shore line to Santa Barbara. On the one hand cliffs, castled and domed, and on the other, within the easy pitch of a stone, the pellucid waters of the Santa Barbara channel. Like blue clouds upon the horizon lie the islands. With every turn of nature's picturesque pathway comes some new bit of entrancing scenery—a glimpse of the sunlit ocean, or of some half-hidden Eden.

Carpinteria. Seventeen miles beyond Ventura is Carpinteria, an old Spanish settlement in the land of the fig-tree and vine. Oranges, bananas, lemons, guavas, walnuts, and strawberries flourish. Here is the largest grapevine in the world, sixty years old, and now some eight feet in circumference at its base. Five miles more of delightful ride and Summerland is reached. Five miles distant is a pretty mountain resort—Shepard's Inn.

Summerland. Enjoying fame for many years as a resort place, it now, in the light of a singular development, promises great commercial importance. At no other place in the world are oil wells bored in the ocean and oil taken from the depths. At last oil and water seemingly are near to mingling. Making the ocean yield up its oil a quarter of a mile from land is a feat unique enough to be worth a journey.

THE CHANNEL COUNTRY AND THE LOMPOC AND SANTA MARIA VALLEYS.

Santa Barbara. The city of the "smiling channel," one of the great resort places of the world, should hardly be passed by here with only a word. It was a famous resort thirty years ago, when travelers had no railway, but had to

depend on steamer service. Naturally beautiful, lying between the broad beach at the water edge and the Santa Ynez Mountains, it has been helped by all that wealth and art and leisure could offer. On slopes and terraces its artistic homes have a background of ever-blooming flowers, of shrubs and trees such as grow best in a semi-tropic clime. The one business street, State Street, starts at the water's edge at the end of the steamship wharf and extends back through the town up the slope. On either side are ranged business blocks that give a stranger the impression of a city of twenty thousand people. The charms of Santa Barbara, its great ocean boulevard, its fine mountain drives, its beautiful plaza and bath-house, its fine Hotel Arlington, and the magnificent Hotel Potter just completed on Burton Mound, and costing five hundred thousand dollars; its perfect climate the year round, its mountain and valley tours, its fishing and boating and bathing, its horseback riding, polo playing, golfing, yachting—all these are so common to Santa Barbara as to seem hardly necessary to mention. What one of the finest resorts should have, that Santa Barbara owns. The city is an educational and artistic center. It is the resort home of many Eastern people of wealth who come to spend leisure time here in their magnificent country places.

The city, of course, is well kept. It has paved streets, good electric car system, good lights, good water, and is well built. A fine new high school building has just been completed.

Commercially, the city is very prosperous. It is exceedingly well governed. It has an enterprising Board of Trade. The products include lemons and oranges, English walnuts, lima beans, grain, pampas plumes, all kinds of deciduous fruits, wool, honey, live stock, stone, lumber, and petroleum. The mean winter temperature is fifty-five degrees; the summer sixty-four degrees. Very seldom does the temperature rise above eighty degrees or go below forty degrees. Santa Barbara is not altogether synonymous with *dolce far niente*. It is a most excellent place in which to dream dreams, but better still in which to live a pleasantly strenuous life. Do not let the word "resort" deceive you; there's a tonic in the Santa Barbara atmosphere, even though it has no month so cold as April at Atlantic City, nor any month so warm as Atlantic City's June.

Mission Santa Barbara Virgen y Martyr still serves the work to which it was consecrated when peace had but come to the American republic, and its wise men were struggling with the question of a constitution. The church is of dressed stone, with massive walls heavily buttressed. The two-story towers yet shelter the chime of bells, and the famous garden with its fountain, so often pictured, still scents the air with fragrance. The mission has been carefully preserved, and to-day is one of the most interesting and imposing of them all. It is a lighthouse of hope from the sea, a beautiful landmark in white relief against the surrounding green of the hilltops, its double towers in stately dignity overlooking their pleasant surroundings as they did two generations ago. Back of Santa Barbara is the lovely vale of Montecito, most beautiful of all valleys.

Goleta. In the valley of that name is the center of a vast orchard of lemons, walnuts, olives, oranges, and pampus plumes, interspersed with bean and sugar beet fields and vegetable gardens. The valley lies parallel with the Pacific Ocean, separated from it by beautiful oak-covered headlands. To the north lie the Santa Ynez Mountains. It is a place of magnificent estates. Many such places as the "Island" offer such charms for country homeseekers as are irresistible. Other stations are La Patera, Coromar and Elwood.

BEACH AND BOULEVARD, SANTA BARBARA.

MISSION, SANTA BARBARA.

Elwood. This orchard-surrounded village in the upper part of the valley is famous because of the work of that pioneer orchardist Elwood Cooper, whose olives, olive oil, persimmons, and lemons are famous the world over.

The Cliff Trip. The traveler from Los Angeles has an entrancing view of the Santa Barbara Channel between Ventura and Santa Barbara, the ride skirting the water's edge the entire way; and the journey northward along the Coast Line from Santa Barbara is along the cliffs of the Pacific as far as Tangair, if we except the short ride through that flower and fruit basket, the Goleta Valley.

So, from Ventura to the mouth of the Santa Ynez River and a little way beyond, an even hundred miles, the passenger enjoys the greatest railroad ride along the ocean in the world. There is nothing with which to compare it.

The journey is not at sea level, but all the way on cliffs from fifty to two hundred feet above the ocean. The road runs along the very edge of these cliffs, which descend as precipices to the beach below. One may walk or drive for miles at low tide upon the sands at the foot of the cliffs and find few places in which the ascent to the railroad grade along the verge of the precipices above can be easily made. The way is broken with narrow, deep cañons or arroyos from the Santa Ynez Mountains, and these are either filled or spanned by steel viaducts over which the railroad crosses.

The marine view on this hundred-mile journey along the border line of the continent, looking over the beautiful Santa Barbara Channel, is indescribable. For but a few years has it been wholly accessible to travelers; indeed, before the completion of the Coast Line there was not even a wagon-road west of Gaviota along that picturesque headland, stretching to Points Concepcion and Arguello. The magnificent panorama of sea and sky with the mountainous islands of the Channel rising between, the changing colors of the ocean, and the particularly vivid contrast of the green shore waters and the deep blue of the more distant sea, the varied pathway of rocky headlands, deep cañons with live-oaks and sycamores, of green mesa and rounded peninsula and the background of the Santa Ynez

SOUTHERN CALIFORNIA VALLEY.

Mountains give the wayfarer something not elsewhere to be found in all the world.

Naples. Naples station is on a headland commanding a particularly fine view, but the village itself is hidden among the sycamores and oaks of the cañon just beyond, owning a never-failing stream of mountain water.

THE CAÑONS OF THE COAST LINE.

The country from Naples to Point Arguello (the western pillar of the Santa Barbara Channel) is much alike throughout. The mountains are parallel with the shore, and mesas run down from their foot to the cliffs. These mesas are broken at tolerably regular intervals with cañons. Many of these are deep and broad, but they have been so nicely chiseled out of the mesa that they are not to be noted until one comes squarely upon them. All are possessed of mountain streams in winter; many have waters running to the sea perennially, and back in the mountains nearly all have never-failing brooks. Each of these cañons is richly wooded with oak and sycamore, and each widens out back in the mountains into a little valley, or perhaps a series of little valleys. Each cañon is already the home of many people, and as they become better known they are to be the beautiful country estates of hundreds of people who wish an ideal climate with an ideal rural environment. In driving or walking up these rifts, one notes the wealth of vegetables and small fruits, of limes, lemons, lima beans, and oranges, and particularly English walnuts. The mountain walls are varied, rugged, and picturesque, the woodland scenes are unsurpassed in beauty, and the whole cañon such an ideal home spot that one wishing to get apart for awhile from the madding crowd, would instinctively stop here. The cañon, and the mesas between, belong to a few large estates which have been held since the days of the old Spanish grants. Of these some spots have been sold, and some sections are for sale; but there are others which the owners desire for homes and will not part from, considering them indeed as priceless. The beauty of the cañons is shyly hid by protecting mountains and groves; yet enough may be seen, together with the great beaches by the cliffs, to make one dream of the not far distant day when along the shore line from Santa Barbara to Surf there shall be one continuous succession of magnificent homes and resorts; for the climate is all the way of that charming quality that made Santa Barbara famous before the railroad crossed the Sierras.

The fertility of the cañons and their valleys has been mentioned; the productiveness of the mesa is also remarkable. From the train the Santa Ynez Mountains, picturesque and attractive as they are, show small cover of timber; but it must not be inferred from this that the country lacks in fertility or in water. A trip through the cañons will dispel that idea. Those who know of the rather light rainfall along the coast between Santa Barbara and Surf may be incredulous when it is said that a crop failure is unknown. But it is true. The highest mesa, if cultivated, yields a paying harvest. The soil is of such character that a rainy season is not beneficial; there seems to be a reservoir beneath this land, and the capillary attraction is sufficient to show it the way to the surface. The running springs out on the very backbone of Point Concepcion, where the grass is green—when nearly all California has donned its robe of russet—tells of the plant life of the shore country.

The mesa products are at present cattle, sheep, grain, hay, and oak wood. These will be vastly varied and increased as the estates are subdivided.

Edwards City. Only a siding now across the cañon westward from Naples, but with that point soon to become a fine resort. Note the view from the headland with its great oaks.

Capitan, Orella, Tajiguas. Cañon stations which will increase in importance as the tributary estates are subdivided and sold. You catch glimpses of beautiful beaches along here; the shell-gatherers will soon know them as among the finest of the coast. Bathing may be enjoyed here the year round.

Alcatraz. Known for its great asphalt and oil plant. Oil is piped here from the Cuyama wells. It is a model industrial colony, and the great rows of eucalyptus trees, the pretty cottages, the well-kept grounds and buildings, all help make it very attractive. One should note the historic old stage road that from Santa Barbara to Gaviota is near the railroad. A hundred and twenty-five years ago it was "el camino real" of the Franciscan friars, and for the last century has been one of the famous stage highways of the West.

Gaviota. The station is midway between the Gaviota cañon and Alcatraz on the mesa. The little settlement of Gaviota may be seen crossing the high viaduct above the wharf. It is a stage station, and daily stages run to Los Olivos twenty miles distant through Gaviota Pass. It may also be noted that the stage office is a private dwelling, a farm-house, a post-office, a restaurant, a telephone office, a steamship office, a general store, and a hotel. The Gaviota Pass to the north is beautiful. A mile from the emporium, the backbone of a mountain has been worn through by the stream, each portal being immense rocks several hundred feet high, and so scarred and twisted, with such varying strata, as to justify close study.

The Overhanging Rock. The stream wore only a passageway for its narrow width, so a bridge must need span it between these portals. Just beyond is the marvelous overhanging rock. One can stand in the roadway and look up at this great mass of granite, hundreds of tons in weight, hanging direct overhead fifty feet above you. It is not the projecting arm of the cliff, but a separate rounded rock that seems to cling to the cliff side without any reason whatever. It is said that every person whose attention has been unexpectedly called to this overhanging boulder has instinctively "moved on." Here the Mexicans proposed to waylay General Fremont on his California journey, in 1846, but he wisely chose a less rocky pass. Just above are two locally famous hot springs, which time will develop.

Sacate, Santa Anita, San Augustine, Gato, stations which mark pretty beaches, fertile fields, and cattle ranches.

Concepcion. The station is in the center of the neck of the point near the cold springs. Seaward rises the great rock, two hundred and fifty feet high, on which the white houses of the light house-keepers' stand. It marks the end of Point Concepcion, and is perhaps the most picturesque cliff on the Pacific Coast. It is the end of the Santa Barbara Channel, and on its western side is washed by the waters of the Pacific. The lighthouse is not visible from the train until one is many miles west. It is not on the top of the gigantic shelf, but on a rocky shelf part way down. The fuel, etc., for the lighthouse are chuted from the top of the rock some hundred feet down to this shelf, to which a narrow stair also leads. From the top of the rock is one of the finest ocean views on the Pacific Coast. The surf effects at the foot of the rock during or soon after a storm are tremendous beyond description. The Point Concepcion peninsula is itself very pretty and fertile. Many thousands of cattle find pasture hereabouts.

The hot springs of the point are already well known, and this with the fine beach and equitable climate, make the success of the proposed resort unquestioned.

Jalama. On the inner curve of the bay between Points Concepcion and Arguello, at the mouth of Jalama Creek, which leads back into the mountains into a beautiful valley, the ruins of adobe ranch-houses a century old tell of the good judgment of the Franciscan friars. They found the beautiful places of the Pacific Coast seemingly without effort. The Jalama Hot Springs are worthy of mention.

Point Arguello. A jagged, sea-worn point, which perhaps better than Point Concepcion marks the meeting-point of ocean and channel. The government has recently erected a lighthouse, in which the revolving light is operated by compressed air. Here the line turns northward. We pass Honda and Weser (fertile country in the interior), and reach

Surf, set on a rocky, shelf-like cliff between the sand dunes and the sea. Here the Pacific is unrolled as one great picture. It is the junction of the main line with the Lompoc branch.

Lompoc and Lompoc Valley. The Lompoc Valley, watered by the Santa Ynez River, is one of California's finest valleys. It extends eastward under the brow of the Santa Ynez Mountains. Tributary to Lompoc are one hundred and forty thousand acres of farming and grazing land. Of the twenty-seven thousand acres of rich farming land, fifteen thousand acres are in the Lompoc Valley proper, all of which in time will doubtless be given over to apples, apricots, prunes, cherries, and vegetables and small fruits, requiring intensive farming. The Santa Ynez River is available for irrigation at nominal expense, and while there have never been crop failures, irrigation, as more scientific, will be adopted in time.

The Lompoc Colony was organized in 1874, and so well pleased were the fifteen hundred people who came in during the next five years by stage and steamer, that none left willingly. Now that the valley is crossed by the main Coast Line, its four thousand population is expected to increase largely.

The climate is unexcelled, the summer maximum being eighty-nine degrees, and the winter minimum twenty-four degrees. The nights are always cool, the distance to the sea being but nine miles. Ocean Avenue, eighty feet wide, all macadamized and sprinkled daily, runs from the town to the beach. There are many fine scenic drives among the mountains, including one through Miguelito Cañon to the cave on the Hondo, where a prehistoric artist has put to blush the old masters with his quaint drawings. In the winter and spring the valley is a wild-flower garden.

La Purissima Mission is three miles from the town; founded in 1787, and is one of the most interesting of the missions, but is now rapidly crumbling.

The products of the valley are indicated by the exports in carload lots of barley, lime rock, potatoes, apples, mustard seed, infusorial earth, apricots, beets, and beans, the total amounting to over a thousand cars per annum. Lompoc apples captured first medals at the New Orleans Exposition and the Chicago World's Fair. The valley raises one-half of the mustard seed used in this country, and is the second apple-producing section in California. Land is worth from twenty to one hundred and twenty-five dollars per acre.

The town is well built with many fine homes. It is well lighted, has good sidewalks, macadamized streets, a fine water system, grammar and high school buildings. There are seven churches, a bank, two hotels, and two newspapers. Fraternal orders are unusually strong. Lompoc adjoins the foothills, its orchards and fields in front of it. There is fine hunting and fishing in the wild mountains surrounding the valley, with deer, mountain lion, and even bear now and then to lend excitement to the chase, regardless of who is chased.

Tangair, Narlon, and Antonio. In order, after crossing the Santa Ynez River are stations for the "back country," with oak-covered hills and valleys full of wheat. A country of great oil and asphalt deposits and many cattle and dairy ranches.

Casmalia. Shipping-point for fertile interior valleys and hills. It is the railroad station for large asphalt mines, and for oil wells some nine or ten miles in the interior. It may be mentioned here that the asphalt deposits of Santa Barbara County along the Coast Line are of vast extent, and the product is of the greatest purity known, running up to seventy-six degrees in the raw material. The country about Casmalia is rich in dairy and farming possibilities. Large quantities of butter and eggs are shipped daily. Beans and mustard seed have proved in the last few years to be fine crops. Hogs, potatoes, asphalt, wheat, oats, and barley are shipped in carload lots, and as soon as a pipe line is completed from the oil wells in the interior oil shipments will be heavy. The wealth of this section so far has gone almost unrealized and unknown; but the "closing of the gap" will soon change all that.

Schumann and Waldorf. These are flag stops along the edge of the beautiful Santa Maria Valley, which appears in view just after leaving Casmalia. Waldorf lies near a famous asphalt mine.

Guadalupe. The railroad leaves the mountains and crosses the mouth of the great Santa Maria Valley. Midway is the old Spanish town of Guadalupe, now awakening from a long time sleep to a commercial activity that could not be avoided after the completion of the Coast Line. The town itself, lying slightly north of the station, is a pleasant place of five hundred people, with a bank, warehouse, brick business blocks, and several creameries. The land about it is unexcelled for bean, beet, potato, and barley culture. There are two beautiful drives to the famous Pismo Beach.

The Santa Maria Valley, largest in all Santa Barbara County, and third among those of the Coast section, is forty miles long by ten miles wide. From the sea its direction is eastward, trending southerly midway. Lying between the ranges of the Coast Mountains, with a famous climate and a richness of soil not anywhere exceeded, this great valley will, within ten years' time, have tripled its present population. There are not five thousand people in the valley, and it could easily support fifty thousand. In driving through it, one is impressed by the uniform richness of the land. Even more so than the Lompoc Valley is the area between the mountains level. The soil is a rich black deposit, like that of Illinois or Iowa, save the more sandy stretches along the Santa Maria River. Every acre is richly productive. Here, as in the Lompoc Valley, good valley land can be bought for fifty to one hundred and fifty dollars per acre, depending upon the nearness to town, etc. Cattle ranches and hill lands generally are much cheaper.

The oldest settler in Santa Maria, who has lived there forty years, says that they have never had a crop failure. In the two driest years California ever had they did not suffer. Indians were at one time very plentiful, as also was game of all kinds. The bears, three or four in a sociable party, thought nothing of walking through the streets of Santa Maria town by night. Now the Indians for the most part have taken the low trail over the ridge. Back in the mountains bear are still at home, and in the wilderness of hills and valleys about the central valley is most excellent hunting and fishing.

The Santa Maria Valley will produce eight to ten thousand acres of beans, six thousand acres of sugar beets, several thousand acres of grain—chiefly barley—

considerable fruit, potatoes, onions, and vegetables, twenty cars of butter, eggs, and cheese, a few hundred cars of hogs and cattle, some mustard, and large quantities of oil and asphalt per annum. The resources of the country are scarcely scratched.

Just before reaching Guadalupe, we look down from the train on the hillside upon the large buildings of the Union Sugar Company, located on a spur five miles from Guadalupe station, at Betteravia. This side will be noted Guadalupe Lake, which is almost a half a mile wide and four miles long, having two arms. It is a beautiful lake with green banks. Fishing and duck hunting are good.

The factory, which draws its water supply from the lake, can crush five hundred tons of beets daily. The buildings cost five hundred thousand dollars. The farm belonging to the factory has four thousand two hundred acres, of which a large part is given over to beets. Limestone is brought from the Lompoc Valley. It is expected that in a few years the one hundred thousand acres of good beet land, tributary to the factory, will cause it to increase its capacity tenfold. This season it will crush about eighty-five thousand tons of beets.

Santa Maria, the business center of the valley, is about ten miles from Guadalupe, its Southern Pacific station. Stages afford connections with all trains. The town is well planned, with very broad streets, good business blocks, and fine homes, with an unusual amount of fruit and flowers. Set in the center of the valley, in the midst of a large level area, the view of the encircling mountains is superb. Santa Maria is a lively and prosperous town, and would be heard of more often were it in closer touch with the outside world. A narrow-gauge railroad (P. C. R. R.) runs to San Luis Obispo and to Los Olivos, and a broad gauge branch from Guadalupe is looked for. The mercantile business done is all out of proportion to the size of the town. It has two papers, a bank, and a savings bank, several fraternal orders, a good water system, etc. The people are all prosperous, there not being a single industry that is going backward. The apple and apricot crops are becoming important. Water supply, springs and surface water, is abundant.

It is doubtful, indeed, if any part of the country offers any one willing to work greater opportunities, from an agricultural or horticultural point of view, than the Lompoc and Santa Maria Valleys.

Bromela and Callender are in the Santa Maria Valley and are enjoying prosperity. Many beans are shipped from Bromela.

OCEANO TO SAN MIGUEL, SAN LUIS OBISPO COUNTY.

Oceano. A town of one hundred people, lies within a few hundred yards of the Pismo Beach, which is sixteen miles long and several hundred yards wide. It has, therefore, fine possibilities with the neighboring stations to the north as a resort place, but its importance as a commercial station is already deserving of attention. It is the entrance to the rich Arroyo Grande valley. Three miles away is the town of Arroyo Grande. Near it is the famous McClure seed farm of four hundred acres, whence are shipped each year hundreds of tons of garden and vegetable seeds to the leading seed houses of the east and Europe. The Arroyo Grande district is of unexcelled richness. Its lower districts produce immense crops of beans, celery, beets, strawberries, blackberries, onions, potaoes, and all garden truck; its apples, walnuts, oranges, pears, apricots and peaches are famous, and on its hillsides thousands of tons of barley are grown annually. The water supply is fine and unfailing. A large part of the area under cultivation is "cleared willow land."

Arroyo Grande. The town of Arroyo Grande is beautifully located on the stream of that name in the center of the district bearing its name, a collection of very rich valleys and arroyos with low cultivated hills intervening. The population is one thousand. There are several fine stores, a bank, a good schoolhouse, a newspaper, a hotel and some of the prettiest homes in the State. The town is growing rapidly. While Oceano is its principal railway station, the Pacific Coast Narrow Gauge Railway gives connection with San Luis Obispo and Santa Maria. The walnuts, apples and lemons of Arroyo Grande Valley are not surpassed anywhere, and as a vegetable country it certainly knows beans. Newsom Hot Springs, six miles from Arroyo Grande, are destined to become a fine resort. Good hotel and bath accommodation are now afforded.

The Great Beach Drive. El Pizmo Beach has already been referred to as the finest beach in America. A magnificent trip is the drive from Oceano along this beach to Pismo, thence up the cañon via the famous Sycamore Hot Springs to San Luis Obispo, or vice versa—a combination of sea and mountain, beach and cañon. A letter to the secretary of the San Luis Obispo Board of Trade will result in a team meeting you at Oceano.

Grover. Grover adjoins Pismo Beach, and in a few years will be one of the best summer resorts of that magnificent beach. Already hundreds of people camp here during the summer.

Edna. A progressive community on the Corral de Piedro Rancho of thirty thousand acres, six miles south of San Luis Obispo. It is famous for its walnuts, and raises fine crops of grain, sugar beets, beans, cattle, hogs, and horses. The fruit orchards and vineyards pay well. The population of two hundred is too healthy to support a physician. Valley land is worth one hundred dollars per acre, and hill land from ten dollars up.

San Luis Obispo. City of the Pyramids, the county-seat of San Luis Obispo County, home of the mission of the same name, the commercial center of one of the richest and most varied sections of California, and withal a beautiful town with old fig and olive trees, orange and walnut trees, and vines with flowers everywhere adorning it tastefully. It is built amid a cluster of pyramidal mountain peaks, isolated and on the different sides of the town, lending with the ridges elsewhere a picturesque outline to the horizon. The city is by a plunging stream, San Luis Obispo Creek, that comes from the cañon above the town. The site of San Luis Obispo is undulating, so that one may be on a hill, a hillside, a level, or in an arroyo and not go far; yet each seems to have an easy way of approach, so that a comprehensive journey is not tiresome. The well-laid out city is finely built, with many shade trees, excellent water system, electric light and gas systems, etc. In location it resembles Los Angeles, though nearer the ocean. The summer temperature has a maximum of ninety-four degrees; the winter minimum is thirty-two degrees. Lemon trees thrive throughout the town, and roses grow the year round.

San Luis Obispo, though a very busy commercial place, offers unusual attractions to tourists. The Hotel Ramona, with its two hundred well-furnished rooms, has a commanding location for the sightseers to whom it caters.

The many drives include a twelve-mile ride to the magnificent Pismo Beach already spoken of, a seven-mile trip to the famous Sycamore Hot Springs with its good sulphur plunge and private bath located amid a beautiful sycamore grove, a nine-mile journey to Avila Beach, near Port Harford, a visit to the picturesque Port Harford itself, a fourteen-mile excursion to famous Morro, with its singular rock towering out of its bay, and a seven-mile ride up beautiful Reservoir cañon.

Port Harford, Avila, and Sycamore Springs are also reached by the Pacific Coast Narrow Gauge Railway. Pleasant trips to the interior are made over the Cuesta grade to Oak Park and Arroyo Grande. In the heart of the city is the old mission, San Luis Obispo del Tolosa, founded in 1772; visitors are welcomed.

San Luis Obispo has indeed all the necessary attractions to make it a most charming place of residence for people seeking temporarily or permanently a place of great attractiveness and ideal climate.

The city has three banks, five churches, thirteen hundred school-children, high school, grammar school, etc., and leading fraternal orders are represented. The new state polytechnic school is to be located here, the site having been purchased by the trustees. Extensive railroad terminals and shops are being built, and the town is growing faster than at any previous period. The streets are broad, lined with poplars, eucalyptus, and pepper trees, and in the business section are paved. The business blocks are of stone and brick and are imposing. The city owns its water system. The sewer, gas, and electric systems are good. The value of city improvements is about one million five hundred thousand dollars. The Board of Trade is unusually active.

North of San Luis Obispo is one of the best cattle, grain, and dairy sections on the Coast. South and west large crops of beans and mustard seed are raised, and to the southeast much fruit and nuts. In Los Osas Valley citrus fruits pay, while over towards the coast about Mono and Cayucos dairy products each year means hundreds of carloads. Beyond is the historic mining town of Cambria, with its quicksilver and other mines. Yet beyond is the magnificent Piedras Blancas Ranch of forty-eight thousand acres. Six miles north of its port, San Simeon, is the tall tower of the Piedras Blancas Lighthouse.

In San Luis Obispo County there are perennial streams everywhere. It is a well-watered country, and irrigation is little practiced because of plentiful rainfall on the sea side of the ranges; but scientific farming is going to irrigate.

The population of the county is about eighteen thousand, and the assessed valuation eleven millions five hundred thousand dollars. It can easily support ten times the present number of its inhabitants.

The Horseshoe Incline. Leaving San Luis Obispo the Coast Line climbs upwards into the Santa Lucia Mountains. Just above San Luis Obispo is a remarkable inclined horseshoe that as an engineering feat is far more picturesque than that of the Pennsylvania. The road crosses the stream some two hundred feet above its surface, and then describes a horseshoe that all the way is on a steady grade. Within two miles of the bridge crossing one may look down from the upper arm of the horseshoe and see the track over which the train has just passed, some two hundred feet below and apparently running abruptly into the mountainside at right-angles to the present line of motion.

The trip through the Santa Lucia Mountains is beautiful. Of this Edouard de Reszke said, in the winter of 1902, "Nothing in Switzerland I have seen is so beautiful." The road clings to the face of the wall, and looking down charming views are had of the fertile little valleys far below. The Santa Lucia Mountains are vividly green a large part of the year, and are well watered with some thirty inches annually of rain. There is fine trout-fishing and good hunting in these half-unexplored mountains. Passing Goldtree, an important grain-shipping point, Serrano, and Cuesta we reach Santa Margarita.

Santa Margarita. A shipping-point of importance for some of the finest hay that ever grew, and for cattle, sheep, and hogs, also wood. The town of four

hundred people is pleasantly located in the forest of oaks. Its elevation is a thousand feet. It rains here in winter forty to forty-five inches, and irrigation lecturers get no hearers. Surrounding the town is the famous Santa Margarita Ranch of twenty-five thousand acres.

From Santa Margarita the way leads downward through magnificent oak forests into the great Salinas Valley. On the way we pass Havel, Atascadero, and Asuncion, bordering the great Henry Ranch, rich in timber, grain, hay, and stock. Some day this great stretch of land subdivided, with its five mountain streams, rolling hills and fertile valleys, will afford homes for thousands. There are beautiful waterfalls back in the mountains.

Templeton. Is a lively town of four hundred people at the head of the Salinas Valley. Several thousand tons of wheat, unexcelled anywhere, are shipped each year, while the local flour mill takes care of its share. Crops are assured by an annual rainfall of over thirty inches. Wheat, while the staple, is by no means the overshadowing product. Templeton is one of the chief wood-shipping points in the State, several hundred cars being shipped each year.

Among the fruits grown successfully are apples, prunes, peaches, figs, cherries, plums, and grapes. Land prices are marvelously low, fertility considered, running from twenty to fifty dollars per acre. There are several thousand acres of paying vineyards and orchards, one apple orchard covering two hundred acres.

The upper Salinas Valley is remarkable as a place for poultry, hogs, and live stock, which seem here to be particularly favored by the delightful climate. A rancher may pay his living expenses from his poultry alone.

Templeton is built in a live-oak park, with an acre of beauty in the center reserved. It has a fine school-house and good schools. Excellent roads lead into the mountain passes and neighboring valleys. We follow the Salinas River another five miles and then come upon the second city of San Luis Obispo County, and one of the most famous hot springs resorts of America.

Paso Robles and Paso Robles Hot Springs. Beautiful El Paso de Robles, the pass of oaks, is a charming town of fifteen hundred people, lying between the Santa Lucia Mountains to the west and the main coast range to the east in the upper Salinas Valley. It is built between the Salinas River bank and the foothills of the Santa Lucia. The city is amid a natural oak park. In its center is a plaza of trees and flowers, and opposite is the great Hot Springs hotel.

The Hotel El Paso Robles is surrounded by beautiful grounds. It is a three-story brick structure and, of course, has all modern improvements. The spacious verandas of the hotel, unsurpassed in California, are an enjoyable feature. In connection with the hotel are run the wonderful Paso Robles Hot Springs, which have made the town famous. The main bath-house, costing $100,000 is connected with the hotel. There are also mud-baths and sand-baths under the hotel management. People suffering from rheumatism, chronic and inflamatory, or from any of the long list of nervous, circulatory, and skin disorders, are cured here so readily that crutches and similar badges of dircouragement are like drugs on the market in Paso Robles—unnecessary. There is a resident physician to take charge of the crutches. The new bath house is really a great Hydriatic Institute, and is better equipped than any single establishment of like nature in Europe. It represents the latest experience, and the most approved methods in the remedial use of water. It is believed that the Mineral Springs, the climate inviting to out-of-doors, and the complete appliances here for treating disease, make this the most desirable place in the world for recovery — for a great variety of ills.

Paso Robles is not a health-resort only. It is one of the most pleasant pleasure places ever visited. Quail, rabbits, wild pigeons, and doves—it is the most notable dove section in the world—and trout in the mountain streams, meet sportsmen more than half-way. What J. Ross Browne wrote of this section of the valley, then known as Santa Margarita, is, as Charles Howard Shinn has said, a description that appeals as true:

"I have wandered over many a bright and beautiful land, but never have I seen a country so richly favored by nature as California, and never a more lovely valley than Santa Margarita, in the whole wide world. There is nothing comparable to the mingled wildness and repose of such a scene, the rich and glowing sky, the illimitable distance."

Paso Robles' climate is of such healthful character that doctors depend upon visitors. The midsummer days are sometimes rather warm; the nights are invariably cool. In winter frost sometimes comes. No germs exist here, the sulphur in the atmosphere discouraging them. Fever and ague die on the road, smallpox would not remain over night, and the old residents have no such word as malaria in their vocabulary.

Commercially, the town has a magnificent territory extending twenty miles westward, sixty east. Paso Robles is connected by stage with the tributary towns, Cholame, Creston, and Shandon to the east and Adelaide to the west. The territory to the east is devoted to grain and stock; to the west quicksilver mines are becoming industries of great importance. The upper Salinas Valley is a great wheat country, and recently from Paso Robles alone were forwarded nearly fifteen hundred carloads of wheat, flour, and millstuffs. Dairying, fruit-growing, poultry-farms, wine-making, and cattle and hog raising offer good returns. Apples and pears are to be very profitable crops. The Salinas Valley furnishes an unlimited water-supply, and while the annual rainfall is always sufficient, if at the right time, irrigation is so easy and inexpensive that the scientific use of water through that channel is becoming more and more popular. Paso Robles has a high school and lower grades, a twenty-five-thousand-dollar school-house, churches, fraternal orders, etc. There is a progressive board of trade.

Santa Ysabel. Is a magnificent estate, with hills and lowlands, cañons and mesa. There is an old bungalow there, which is mostly veranda and latticed windows, and hammocks, where the sun never interferes with the interior, because the roses climb everywhere protectingly in the way. There are more beautiful rides and drives through oak-dotted uplands and unfenced parks than the most energetic will become acquainted with in a month. Then there is the lake.

Lake Ysabel lies a little way from the farm-house, a pleasant cañon walk. Think of a lake, an actual lake of mineral water such as you pay fifty cents a quart for to drink, lying in a beautiful cañon, sufficiently warm to go bathing in in mid-winter, and no different in mid-summer. It's unique, and really affords a plunge that has no parallel. Further up the cañon are the great springs, the largest hot springs in California, with individual tub-baths, which are just a little different from any other

Standing on Ysabel Summit and looking out over the five hundred square miles of valleys and rolling hills, of mountain ridges and river sands, seeing in the fall the russet and gold of autumn ripened among the oak-forests, or in the spring the vivid green of a carpet of new life bounded by the horizon along the ridges, one must recognize the beauty of the Upper Salinas; and vividly recognize it as its clear atmosphere sets forth, photochrome like, its wealth of color, its variety of detail, and its bewildering immensity.

HOTEL EL PASO ROBLES.

San Miguel. San Miguel is also of the oaks, and shares the advantages of the Upper Salinas with Templeton and Paso Robles. It has a place of unusual interest in San Miguel Mission, founded in 1797, by Father Lasuen, one of the Franciscan friars. The mission is built to withstand the centuries. At one time there was an aqueduct eight miles long and fifteen-foot adobe wall two miles long surrounding the buildings and plaza. It speaks volumes for the fertility of this country, when it is learned that within twenty years these peaceful friars, coming unheralded among the savages, had livestock under the care of the mission worth over three million dollars and used land valued at ten million dollars.

San Miguel is a shipping-point for wheat and flour, like Paso Robles. Its population is about five hundred, and its future is very bright. There are many beautiful trips to be made from San Miguel into Indian Valley, up Nacimiento and San Antonio rivers. The Improvement Club is a mine of information.

Before leaving this section, mention should be made of the Carisa plain east of the mountains that one sees eastward from the train. This plateau is over fourteen hundred feet in average elevation, and in the southwest part is Painted Rock, a hollow sandstone hill with a chamber in the center two hundred and twenty-five feet long and one hundred and twenty feet wide, with the sky for a roof. The United States Bureau of Ethnology has dissertated upon the wonderful Indian petroglyphics that are painted in red, white, and black upon the walls of this chamber, and arrived at conclusions equally interesting with those of Mr. Pickwick's learned society. They are worthy of a visit from either Paso Robles or San Miguel.

MONTEREY COUNTY.

Bradley, San Ardo, and San Lucas. Are business centers, with flag stations of Wunpost and Upland alternating, of a country so rich that it would make the Blue Nile country blue indeed to know of it. Needs more extensive irrigation systems, because the rainfall is irregular, though the inhabitants are prosperous. Some of them, with an awakened ambition to become millionaires, are now irrigating. The people hereabout sell several million pounds of wheat and large quantities of butter, eggs, and wool, and Angora goats. They ship several trains of cattle, and, like the older towns on both sides, have good asphalt, oil and coal indications awaiting enterprise. The promising Stone Cañon Coal Mine has a ledge of fine steam coal sixteen feet thick, and of unmeasured depth, twenty-five miles northeast of Bradley. Oil experts predict that this will become one of the great oil sections of California. Nearly a thousand square miles of territory are tributary to these stations. Irrigation and extensive farming will increase the products and land values hereabout tenfold. The climate is delightful, never oppressively hot in the summer, and never very chill in the winter. The old inhabitants neither die nor move away, but remain to speak well of the climate and the hard winter they spent when they went East in '57.

San Antonio Mission. West of San Lucas twelve miles (but reached more easily by stage from Kings City) is the beautiful Jolon Valley, a fine fruit section, and beyond the wonderful San Antonio country, where the discerning eyes of the Mission Fathers saw so fair a spot that they founded a mission there July 14, 1771, when Boston was yet paying tribute to the king. The mission is crumbling sadly, because of lack of care. Through the rich valley runs the broad San Antonio River, joining the Salinas near Bradley. Dr. A. A. Wheeler describes the mountains back of the mission as among the most interesting, scenically and geologically, in America.

Kings City. This station has a large tributary area, with a great deal of fertile land yet unimproved. Here an irrigation system is making excellent headway. It is the forerunner of an immense irrigation system with a reservoir in the mountains to the west. Kings City speaks of the wealth of its surrounding country in trainload after trainload of barley, wheat, sugar-beets, hogs, cattle, and sheep. Land under the irrigation system draining from the Salinas River sells for fifty dollars an acre and upward; hill land, to be very valuable in a few years, is held at fifteen or sixteen dollars per acre. The pleasant climate is very beneficial for lung trouble sufferers. There are many mountain resorts near by. There are good hotels, schools, and churches, and several fraternal orders. Almost any farm product can be produced in this rich country, but scientific farming demands that it shall be under irrigation. The winters are no colder than those of Southern California; the summer days get the Monterey Bay breezes, and are pleasant.

Metz. Is a grain, beet, and cattle-shipping station, growing every year in importance.

Soledad. A town of two hundred people, twenty-five miles south of Salinas, with a good hotel, schools, and the ruins of the old famous Soledad Mission. This mission was founded in 1791, and is one of the oases provided by the padres for sundown stops between San Diego and San Francisco. Soledad is rich in its production of sugar-beets, potatoes, beans, alfalfa, and onions, with forty thousand acres of wheat and barley as a mainstay. Ruins of an aqueduct eight miles long, from the Arroyo Seco, built by the Franciscans a hundred years ago, are yet visible, a lesson for the residents of to-day, who have to learn well the use of an irrigation ditch. Near by is the Salvation Army colony.

Three hours east of Soledad are the Pinnacles; to the south is the romantic Arroyo Seco, with its trout and quail and deer and mountain scenery, awaiting sportsman and naturalist. Off in the Santa Lucia Mountains is a wilderness of beautiful country, named La Calera by the Spaniards and known to us Americans as the Lost Valley. In beauty and grandeur of scenery it has few equals, even in California. The best known resort near Soledad is Paraiso Springs.

The Pinnacles. Fourteen miles east of Soledad are The Pinnacles.

Vancouver, the famous voyager, was sent out by the British Government a few years after the close of the Revolutionary war to explore the west coast of California. He spent several years on the coast, and by order of the king, his voyages were published about the beginning of the last century.

In these old volumes is an engraving of a castle-like mountain. The text describes a wonderful mountain near Monterey, which resembled, with its pinnacles, domes, and spires, an old castle. It impressed Vancouver as the most remarkable scenic feature on the Pacific coast.

A visit reveals one of the greatest natural wonders of America. Some ten square miles of volcanic mountain is riven and cleft into great domes and turrets of rocks surmounted with spires and pinnacles. Many of the gorges are roofed over by immense masses of conglomerate two hundred feet or more in each dimension falling from the precipice edges above. Here are sheer walls of fifteen hundred feet, great caves, and curious shapes of conglomerate rock similar to the Colorado Garden of the Gods.

The Pinnacles may be reached via Hollister and Tres Pinos from the north or eastward from Soledad. The wagon roads are good.

Paraiso Springs. This Carlsbad of America, with its arsenic, soda, and sulphur springs, is an hour's ride from Soledad, among the pines and oaks of the Santa

Lucia Mountains between Soledad and the sea. The springs cure almost everything, the prices are reasonable, and the accommodations excellent. It is a fine place to go to get well, and better, if well, to have a good time. Here is mountain-climbing, fishing, deer and quail hunting. Paraiso has its own fine orange orchard, berry farm, dairy, apple orchard, etc., and hundreds of people spend a month here every year.

Gonzales. Tributary to this town of five hundred people are sixty thousand acres of rich land. The place has three churches, excellent schools, a bank, and several large business houses. Fruit-growing is a remunerative industry. Belle-fleur and Newtown pippins among apples, and all varieties of prunes, pears, peaches, apricots, berries, cherries, and plums are excellent bearers. Sugar-beets and potatoes have yielded large returns in the last two years, and dairying perhaps is at present the best paying industry of all. Cheese and butter from alfalfa grown on river lands, constitute large daily shipments. Here, as elsewhere along the entire Salinas Valley, irrigation by using the inexhaustible supply of sub-surface water of the Salinas River is a simple proposition. The Gonzales Water Company has found within thirty feet of the surface an immeasurable supply of water, and the trade winds and the windmills do the rest.

Chualar. Chualar has a tributary section of twenty thousand acres, of which sixteen thousand belong to one man. The soil is of great richness, just as it is elsewhere in the Salinas Valley, and only subdivision and irrigation are necessary to give a comfortable living to hundreds of families on twenty to thirty acre holdings. The climate is excellent. Eighty-seven degrees is the summer's maximum, and thirty degrees above, the winter's minimum; but the present system of tenant farming in this beautiful locality does not tend toward permanent improvements. Chualar ships a hundred cars of products annually. The schools are good, old settlers are numerous and very healthy.

We ride through the lower valley into Salinas, through Spence, a barley-shipping point, and Spreckels Junction, whence a three-mile branch goes to the door of the great sugar factory.

Salinas. The metropolis of the lower Salinas Valley, and the county-seat of Monterey County, is charmingly located between Gabilan and Santa Lucia Ranges of the Coast Mountains ten miles from Monterey Bay, which marks the end of the valley. Its population is three thousand five hundred. It has three of the best hotels in the state, a good fire department, a main street lined with brick business houses that would be a credit to a town of twenty thousand inhabitants, good street pavements and sidewalks, three prosperous banks, gas and electric works, opera-house, etc. The fraternal orders are very strong, and there are seven church buildings. The Salinas high school is accredited to the State University. Twenty teachers point the way of progress. The town is a train-terminal, and the railroad payroll is large. The houses are pretty and well kept, with an amazing wealth of flowers.

The climate of Salinas is unsurpassed by that of any other section. The winter minimum rarely touches the frost line, and the summer maximum falls short of ninety degrees. Proximity to Monterey Bay, with its superb evenness of temperature, is responsible.

Salinas is a place of interest to tourists, and is attracting much attention. A new and charming fifteen-mile drive to Mt. Toro is being laid out. From Mt. Toro one may look down upon the green Salinas Valley, with its silver thread of a river winding northward, and turning, watch the blue waters of Monterey Bay break in their

crescent line upon the wooded shores. A hundred and fifty miles eastward the snow roofs of the Sierras glisten, and off to the south peaks lean upon peaks, mountain walls terrace one another, and green valleys show gayly amid the darker foliage of the shadowing hills. Another charming drive is to Watsonville, and there are many others also; but of all, the finest is to Del Monte and Monterey. Among the most pleasant trips in the Coast Line country is the bicycle ride from Salinas to Del Monte. The way is over a good road across the Salinas Valley, by the Spreckels factory, over the river, and then between oak and pine and redwood covered mountains down to the shores of Monterey Bay, with such changing vistas, by such templed hills, underneath arching woods, around the mountain brows—mountain, valley, and bay flashing upon the view—that one carries away an impression ineffaceable as it is indescribable. Visitors can well afford to stop off at Salinas and reach the famous Del Monte, Monterey, and Pacific Grove over this charming road.

The country around Salinas is so productive, that it may be well to prepare your mind with a few figures. The Spreckels Sugar Factory, three miles from town, crushed in 1901 two hundred and seventy-one thousand three hundred and twenty-two tons of sugar-beets, of which one hundred and forty-one thousand two hundred and eighty tons were grown immediately tributary to Salinas. Here is one of the large flour mills of California, shipping by the carload every day to China and points nearer by. Train load after train load of barley and potatoes is forwarded. Among the carload products may be mentioned cattle, potatoes, hogs, hay, oats, onions, horses, goats; and from Spreckels sugar, beet-pulp, apples, and molasses.

Many potato growers in the Salinas and Pajaro valleys have cleared from one hundred and twenty-five to two hundred dollars per acre. The sugar-beet farmers received at the factory four dollars and fifty cents per ton, the price being fixed in advance. The yield ranged from eight to thirty tons per acre, the average being thirteen, so that, investment and assurance of returns considered, the results to the farmers are very satisfactory. The cattle-owners are making money rapidly, and, as elsewhere, the dairy farmers have more money than they know how to invest. A Salinas banker said that—and he knows. Of course the vegetable returns last season were exceptional, but no potato-grower is apt to leave that business for any other very soon. The Salinas Burbank potato commands the highest price in every market in which it has been sold.

Deciduous fruits and berries do well here, and are attracting much attention. Apples, pears, quinces, plums, cherries, nectarines, prunes, figs, almonds, walnuts, raspberries, strawberries, blackberries, currants, etc., are being grown with profit. The average rainfall at Salinas during the last twenty years has been fifteen inches, the minimum nine inches and the maximum twenty-one. Irrigation is practiced some with such results that an immense reservoir is soon to be constructed in the mountains.

Tassajara Springs. Among the charming mountain resorts near Salinas are Tassajara Springs. They are reached by stage from Salinas. These eighteen mineral springs, varying from cold water to that of one hundred and forty-five degrees, are pronounced by the Smithsonian Institute equal to any known.

The springs are in the midst of a wilderness above that superb scenic river, the Arroyo Seco, one of the best trout streams in the state. The hunting in this wildest part of the Coast Range is also excellent. The two-story stone hotel furnishes good accommodations. The location, eight miles from the ocean, sixteen hundred and fifty feet above the level of the sea, surrounded by peaks and crags,

forest-covered, speaks for the climate. A road from a nearer point on the railroad is projected, but as a matter of fact the wildness and comparative isolation of Tassajara, with its hundred or more guests, are but added charms to the mountain lover.

Spreckels Sugar Refinery, three miles west of Salinas on the banks of the river near the foot of the mountains; the most prominent object on the level floor of the valley is this great refinery, largest in the world, crushing in the busy season three thousand tons of beets daily. The works are models of ingenuity. The factory has an interior electric railway, which will serve to illustrate the scientific nature of its equipment. Cars run automatically to chutes, stop automatically, and enter an elevator, and are taken thence automatically to another floor, where they leave the elevator of their own accord, and automatically dispose of their loads to the proper place, returning automatically by another elevator to renew the trip. These intelligent machines require the services of only one man to see that the tracks are not blocked by sugar, which may spill overboard. There is a model town, school, and post-office in connection with the factory. A narrow-gauge railway to Watsonville and a Southern Pacific spur provide transportation facilities.

North of Salinas we pass through a vegetable and dairy country of exceeding richness along the great Elkhorn Slough, a famous place for ducks. This is the lowland of the coast section back of Monterey, and near here the Salinas River from the south, and the Pajaro from the north join the ocean.

Castroville. The junction of the main line and the Monterey Branch, three miles from Monterey Bay (Moss Landing beach). Two miles northeast of town are the mysterious lakes of Espinosa and Merritt. No one knows whence these beautiful lakes draw their water supply, but they are pleasure places of much value to boaters, fishers, and hunters. Castroville has twelve hundred people, several churches, a good hotel, fraternal orders, good schools, an excellent creamery, and is the shipping-point for large quantities of potatoes, onions, sugar-beets, dairy produce and poultry, hay, grain, beans, peas, and shortly will be an important apple center. The surrounding country is of exceeding richness, and never lacks for rainfall.

Morocojo and Neponset. On the way to Monterey we pass unpretentious Morocojo, which, however, is in the center of the vegetable country, and in that line is nearly first among shipping-points. The train runs along underneath the shadow of an ocean-bluff, and we glide suddenly into the grounds of famous Del Monte.

Del Monte. The builders of Del Monte had the unrivaled attractions of California to choose among, and they placed their faith here by the shores of Monterey Bay, where four hundred years ago civilization first sought a landing-place on our Western shore. A climate of perennial spring, river and forest, ocean and bay, lake and mountain, wild cliffs and gentle beaches, a wealth of strange sea things, and of the life of the wilderness, and withal charming historic association and the tales of tradition; these they found and encompassed into one principality, directed nature, encouraged her, added where addition meant charm, lost none of the grace of wildness, but gained the beauty of accessibility. Then they built a palace of delight, where those who live out-of-doors might have a shelter within walls equally pleasing, equally enchanting. To wield a wand to create such an abiding place was most difficult, but Hotel Del Monte, with its magnificent appointments, its great verandas, parlors, halls, recreation-rooms, its magnificent suites, its own lighting, heating, and water plants, its artistic harmony in colors and management everywhere, meets the needs so that no one returning from sunset on the shore with the forest of Del Monte sighing a lullaby need go indoors

regretful because of repellent walls, or lack of cheery invitation. The fireplaces at Del Monte roar and crackle and sparkle as if there were a smiling snowstorm without; the high ceilings are lost in shadow; outline of window and door are gone; softly and dreamily this place greets one by firelight.

Becoming more material and specific, it should be noted that Del Monte has a fine club-house, a magnificent new bathing pavilion, the best polo-grounds in America, tennis-courts and golf-courses on which championship matches are played, glass-bottomed boats to view the wonders of the ocean, a fine lake for boating, a mysterious maze for those who wish to lose themselves, an Arizona garden growing everything desert-like, except Indian warwhoops and mirages, flowers, walks, drives, groves unnumbered, and the magnificent seventeen-mile drive.

The drive is macadamized throughout. It is through the historic town of Monterey, along the shore to Pacific Grove, westwardly to Carmel Bay over the the ridge and again through Monterey. It is a wonderful drive, and only a few of the principal sights can be mentioned —the monument in honor of Father Serra, the old lighthouse on Point Pinos, the great pines of the ridge, Cypress Point and its wonderful cypress-trees, the seal-rookeries, Moss Beach, beautiful Carmel Bay, Carmel Mission (a side-trip), and the quaint town of Monterey.

To rest at Del Monte is ecstasy, but for those who would play there are games of tennis, croquet, golf, and polo; riding, driving, fishing, sailing, and special social festivities. The domain of Del Monte includes some wild and almost unexplored mountains, with fine trout-streams, where the sportsman may spend happy days.

Del Monte must, of course, be taken to be enjoyed; it does not grow by description nor cast its charm through words.

Both the Southern Pacific and an electric line connect Del Monte with Monterey and Pacific Grove.

Monterey. One mile from Del Monte and we are in Monterey. It is a city of quaint and pleasant homes, of old-time adobes and of historic buildings and monuments. The town of two thousand people lies in a hollow between the wooded hills to the west and Del Monte to the east. The place is progressive, with fine streets, schools, electric-light plant, good water system, bank, park, etc. It has an excellent beach.

Historically, Monterey is the most interesting point on the coast. On the first of September, 1849, a convention met here and framed a State constitution under which Peter H. Burnett was elected governor in the following December. The building in which the convention met is now used as a hall.

Monterey was California's first capital. Here were the first brick and wood buildings, the first post-office and the first theater in California.

The Bay of Monterey is second only to San Francisco as a harbor, and through that Monterey is yet to have an era of great importance. The scenic and climatic attractions of this vicinity are so unusual and so famous that the material side of affairs has been the subject of little comment. Yet Monterey exports many trainloads of dairy products, potatoes, beans, sugar-beets, honey, fruit, and cattle every year. It is the most important tan-bark shipping place on the coast. The canning and drying of fish and abalone are important industries. The back country is chiefly "down the coast" in that sixty miles of semi-wilderness, valleys, and mountains south of Monterey along the ocean. The rich Carmel Valley is responsible for a large part of Monterey's shipments, but the country as a whole holds its resources practically undeveloped. Fishing and hunting in such a well-watered, well-tim-

bered country are, of course, good. The government has recently established a military post here, with building accommodations for several thousand troops.

Pacific Grove. Pacific Grove is on the shores of the bay two miles oceanward from Monterey. It is the terminus of the branch line, and is one of the most popular of the higher-class, inexpensive seaside resorts of California. It is the annual meeting-place of many educational, religious, and fraternal societies. The town is built on a wooded promontory, commanding an excellent view of Monterey Bay and the Pacific ocean.

The Chautauqua has assembled here annually for the last twenty years, and it is a favorite Methodist resort. There are no saloons. All the leading churches have strong organizations. "Housekeeping cottages" are plentiful, and rent reasonable. It is an ideal family resort, summer and winter. The town with its permanent population of two thousand people, has all urban conveniences. It is very well built indeed, and has good hotels, boarding-houses, and bath-houses. The six miles of ocean front between Pacific Grove and Carmel Bay include many famous points of interest—the lighthouse, Lake Majella, Moss Beach, the clashing currents at Point Joe, Seal Rock, with its diving inhabitants, and Cypress Point, with its rare cypress grove, the only one on the American continent. These "Cedars of Lebanon," wind-swept, stand protectingly together, facing the stormblows of the Pacific now as unflinchingly as they have for the past thousand years. These are all on the seventeen-mile drive, and beyond the cypress grove the road leads out upon a cliff high above the beautiful Carmel Bay. A short side-trip takes one to the famous Carmel Mission, now one hundred and thirty years old.

Pacific Grove and Monterey have glass-bottomed boats, through which to study the wonderful life of Monterey Bay. The former is the site of the Hopkins Seaside Laboratory, where students gather from all parts of the country to study marine life. It is the result of exhaustive investigations that proved Monterey Bay to have greater variety of sea-life than any other body of water in the world. Fishing and bathing are excellent. There are times when the fish in the bay are so plentiful that they may be scooped in by hand. Monterey Bay is the only regularly scheduled stopping-point for whalers *en route* between the Arctics and the Tropics. El Carmelo and the Pacific Ocean House are resort hotels. Del Monte, Monterey, and Pacific Grove—there is no pleasing him who is not satisfied with their offerings.

SANTA CRUZ FROM THE BROAD-GAUGE LINE.

Returning to the main Coast Line, ten miles from Castroville we arrive at Pajaro, or, as it is now called, East Watsonville. It is the junction of the Santa Cruz branch with the main line, and being but a mile to the city of Watsonville is a part of that city commercially, and one of its two stations.

The local branch to Santa Cruz is twenty miles in length, touching first the city of Watsonville.

Watsonville and Pajaro Valley. Watsonville is the commercial center of one of the most wonderful valleys in the world. It is a small valley, as valleys go in California, extending from the shores of Monterey Bay to the foot of the Gabilan Mountains, with a level area of perhaps fifty square miles. If, however, there is any more productive soil in America, the returns are not in. The Pajaro is the center of the apple industry of the Pacific Coast.

But the Pajaro Valley is rich, and not alone in apples. Its sugar-beet crop, averaging nearly twenty tons to the acre, and worth at the factory four dollars and

HOTEL DEL MONTE.

fifty cents per ton, amounts to seventy-five thousand tons annually. There are some thirty-five hundred acres of prunes and walnuts in the Pajaro Valley, and the section immediately south near the shores of Monterey Bay and less accessible although fabulous returns were reported to a harvest of eight pickers as high as two hundred dollars per acre. The berries of the Pajaro Valley are one of the best results of intensive cultivation in the state. Last year's berry crop exceeded sixty hundred carloads, in addition to these commodities there were shipments of pears, apricots, prunes, beans, hay, lumber, hops, and nuts to considerable quantities.

Watsonville is, of course, as the center of such a valley, one of the most prosperous towns in the state. The climate is similar to that of Monterey and Watsonville is a delightful place to which to live. Its seaside resort is Moss Landing a few miles distant, where there is a fine beach. Watsonville has its excellent schools and churches and commercial houses that will compare favorably with those of large cities. Of course sewers, light, etc., are well looked after. The business part of town always impresses one with its unusual activity. There is a fine public square in the center and many handsome buildings on the main street. Residence building at present is very active.

Watsonville has a large sugar factory operated jointly with the one at Spreckels. It also has lumber mills, evaporators, foundries, etc., and a company has been organized to start a cannery.

The Shore Trip to Santa Cruz. The ride from Watsonville to Santa Cruz is a beautiful one, a great part of the way being along the cliffs of Monterey Bay in full view of that historic and beautiful body of water. To the right is a range of the Santa Cruz Mountains, with fertile fields and orchards in the foreground. Through the car-windows is given a changing panorama of wooded headlands, the waters of the bay, the peninsula beyond, the beaches sand-margined, and across the way the arroyos of woodland streams.

Aptos. Once a famous resort of Monterey Bay, but now sleeping through the summers. The cottages are filled by people who want peace and quietude. It is a favorite resort of artists seeking the picturesque in mountains and shores. Back of Aptos is one of the Spreckels's estates, the beautiful Aptos Ranch. The mountains have lost most of their timber, but are not haunts of campers and sportsmen. Large quantities of wood and a great deal of fruit are shipped hence.

Opal. A picturesque point, shipping-place for a large lumber company, the mountains to the back of the station providing much lumber and wood.

Capitola. One of the best known of California summer resorts, well conducted and increasing in popularity year by year, the records showing an increase of travelers every season.

Capitola is at the mouth of Soquel Cañon, partly on the beach and partly on the wooded meadow at the back of it. It is a resort and a resort only. The rows of cottages, vine and flower-clad, amongst the trees, are for summer pleasure-seekers, so is the dancing-pavilion, with the stage, the pleasure-wheel, the grove of quaint oaks, the well-kept beach with its southern exposure, and the fine hotel.

The climate is most delightful the year round, and many of the pleasure seekers own their homes here, coming and going as inclination suggests. fishing, boating, bathing, riding, clam-bakes, dances, theatricals, mountain-climbs, golf, tennis, etc., take up the time of the energetic.

An electric line runs to Santa Cruz, whence special Southern Pacific trains are run on midsummer nights to the Big Trees.

Santa Cruz. The city of the holy cross is at the northern end of Monterey

SANTA CRUZ MOUNTAINS.

Bay on a picturesque headland, where it climbs on terraced hills up toward the blue peak of Loma Prieta rising four thousand two hundred feet above the city by the sea.

Santa Cruz is one of the prettiest, best built, best governed, and most picturesquely located cities in the United States. Few indeed can compare with it. Santa Cruz City was the first in its size on the coast to own an electric-lighting plant, sewer system, water-works, and a free library. The city has nine churches, with good edifices, eight public schools, with property valued at one hundred and fifty thousand dollars, high school with graduates accredited to the State University, and several private schools. The assessed valuation of this city of seven thousand people is about five million dollars, and its bank deposits nearly two million dollars. It has seventy-two miles of bituminous sidewalks, six miles of paved streets, thirty miles more graded, and an eight-mile electric railway. The streets are sprinkled by sea-water pumped into a tank by a wave-motor, a local invention. The city water supply comes from mountain springs. The homes of this remarkable city "of endless summer with no last rose" are, of course, beautiful.

Amusements about Santa Cruz are too numerous to describe fully—out-of-door games of all kinds in summer or winter, yachting, rowing, swimming, fishing, driving, loafing in the flower-gardens, whipping any one of the twenty good trout-streams in the Santa Cruz Mountains—surely there is enough to do in the city of the bay, the ocean, the mountains, and the forest.

Commercially, Santa Cruz is of much importance. It is the terminus of the broad-gauge branch and the narrow-gauge main line of the Southern Pacific. The soil is very rich, and the orchards and vineyards very remunerative. The powder-works, among the largest in the world, are in a cañon of their own, three miles from town. The vines and apples of Santa Cruz have captured many medals. Here as elsewhere there are many industries awaiting development, much land needing intensive cultivation.

SAN BENITO COUNTY.—THE VALLEYS OF SAN BENITO AND SAN JUAN.

The trip over the narrow-gauge from Santa Cruz to San Jose and Alameda is another chapter. It is best first to return to the main Coast Line at Pajaro (Paharo —bird), and go northward.

In the Pajaro Valley we pass Vega, one of the greatest berry-shipping points, Aromas, growing in importance as an apple-forwarding station, and then enter the scenic pass through the Santa Cruz Mountains. We cross the Pajaro River over a fine steel bridge, stop a moment at that dairy center and apple-station, Chittenden, amid pretty environment, and then for another moment have fleeting glimpses of the beautiful valley of San Juan and the white-walled town of the same name on the hillside three miles away. Here is Betabel, a spur-track, where the farmers of San Juan haul 40,000 tons of beets each season to be sent to the Spreckels factory. A little way beyond is the passenger-station Sargent, lying between the river bank and the hills. It is an important shipping-point for farm produce and cattle, just above being the famous Sargent Ranch; but it is chiefly important as the railroad station of the San Juan Valley.

San Juan. It is a beautiful drive along the wooded Pajaro, up through the vegetable fields and orchards to San Juan. This town of a thousand people is of great historic interest, and to-day among the quaintest, prettiest pueblos of all Cali-

BEACH, SANTA CRUZ.

fornia. Before the railroad came south from San Francisco, San Juan was the most important point between San Jose and Los Angeles. Stages ran to Visalia, to Santa Barbara, and Los Angeles, to Salinas and Monterey and to Hollister. Its strategic value in the matter of passes is recognized to-day by the telephone company, the lines of which diverge from San Juan in the direction that the coach and six fifty years ago went lumbering down the roads.

The broad, sandy streets are over-arched with old trees. There is an indescribable air of early California about San Juan. The older inhabitants are for the larger part residents of a half-century or more, who are satisfied with their quiet prosperity.

Crowning the hill and overlooking the town and valley is the ancient plaza, surrounded by the famous San Juan Bautisto Mission, the governor's house, and other ancient buildings. The mission and its environment more faithfully reflect the early life of the Spanish padres and their neophytes than any other in the state. On the side of the plaza adjoining, is a picturesque old adobe —the governor's house, headquarters of the Mexican General, Señor Castro, commanding the Mexican forces, during the Mexican War. Here news of the declaration of war came to Fremont, and changed a host into an enemy. Down the hill Fremont fought his first skirmish over on yon mountain peak he first unfolded in California the American flag. It was in March, 1840, that Captain Fremont and his command, exploring California "for scientific purposes," stopped at San Juan to rest his tired command. Permission was given, but the disposition of his troop to trade for the best horses in the valley, his evident desire to buy all the portable supplies of the mission, and the rumors of war caused General Castro to invite him to take to the trail. To this the Pathfinder replied to the effect that when he was through trading he would go —and not before. Thereupon the General summoned the faithful of Mexico to drive the Americanos del Norte into the sea. Captain Fremont retreated up the beautiful San Juan Cañon to Gabilan (Fremont) Peak, and there, on March 10, 1846, he unfurled the stars and stripes and awaited attack from the five hundred armed and mounted Mexicans. The latter paraded in the valley with all the pomp and circumstance of war, but did not attack, the General tersely explaining the situation in a proclamation, saying they gathered together to fight —not to climb mountains. The proclamation ended with *"Salganse al plan; yo no soy cierbo"* (Come down to the plain; I am not an elk). Fremont came down, into the San Joaquin Valley, which was perhaps as well for the Mexican caballeros.

Aside from its great historic interest, the San Juan Valley, with its forty thousand arable acres of hill and valley land, is noted for its productions. Apples and pears grow to perfection; mustard, potatoes, onions, berries, asparagus, beans, sugar-beets, and prunes yield heavy crops; while the grain, hay, cattle, and dairy produce of San Juan have made it famous for forty years. There is the quaintest old adobe hotel imaginable in San Juan, while Cottage Grove Farm near by is a summer resort with many attractions, including fishing, hunting, riding, tennis, etc. The climate of the San Juan Valley is perfect, or as nearly so as one can desire it.

Hollister. The beautiful town of Hollister is not far from the Gabilan Mountains, at the foot of a high mound, which commands an excellent view of the valley. This mound or hill is the city's park. On the level valley floor at its foot are the houses of Hollister. No town in all the country in proportion to its size has so many beautiful shade-trees as Hollister, and none more flowers. There are many unusually fine residences in this prosperous town of two thousand people. It is the county-

seat, and even the jail and court-house show the result of civic pride—albeit the town has the remarkable record of having had one criminal case in three years' time to consider. A force of men is kept constantly at work upon sidewalks, shade-trees, and streets under the city's direction.

THE SANTA CLARA VALLEY AND SAN JOSE.

The Santa Clara Valley proper begins with the section about the junction of the main line with the Hollister branch, and extends northward to Palo Alto.

This dustless valley is in many respects the most remarkable valley in the world. It in many things more nearly represents the ideal in rural homes than any other section, and its progress in that direction is worthy of close study by the sociologist.

A glance at the map will show the bay of San Francisco to run southward for some forty miles with the San Francisco peninsula to the left. Just south of these, fronting on the southern end of the bay and narrowing to the left into the peninsula, is the Santa Clara Valley. The climate is superb. Anywhere in the million acres of this fertile land one may enjoy a perfect climate. The word "perfect" is used advisedly. The climate of Santa Clara Valley is tonic; not too hot, not too cold. It has the proper changes of dampness, of dryness, of crispness, and dry warmth. Its nights are invariably comfortable. The sunshiny days are as numerous as in any part of the state. Its season's rainfall is ample, and at the proper time in winter. The summers are cloudless.

Scenically, the valley is beautiful. The mountains surrounding it possess an infinite variety, and never tire. The walls to the east are green to the very top of Mt. Hamilton in spring and a rampart of gold in autumn. In the spring, when the one hundred and twenty-five square miles of orchards are in bloom, the valley is submerged in an ocean of dazzling white that rolls up the mountain-sides, covers the floor, fills every ravine, and encompasses the green-walled cities.

The roads of Santa Clara Valley are of the features that have made its rural homes famous. There are over three hundred miles of graded boulevards, sprinkled throughout the dry season by the county. Through the endless orchards, go where you will, bicycles, carriages, automobiles, and riding-horses are always in evidence. The topography of the valley, as well as the roads, has much to do with this. The valley floor is almost flat, though the foothills and mountains afford a very different country with different drives.

One may drive all day without seeing an ill-kept orchard or a home without its flowers, ornamented grounds, and drives.

What is the material side of the picture? Forty-five cured and green fruit packing-houses, eight canneries, twenty wineries answer for the fruits. Out of these go annually (measured by ten-ton cars) over one thousand two hundred cars of canned goods, over one thousand cars of green fruit, over six thousand cars of cured fruit, and one thousand cars of berries and vegetables. Its quicksilver mines are the largest in America, its lumber mills among the most important in the state, its cattle, dairy, hay, and grain interests very large.

Carnadero. At this junction is one of the famous Morse seed farms. It has an area of one thousand two hundred acres, and hundreds of men are employed. Hundreds of tons of garden and flower seed are shipped east and to Europe, there to be distributed by the wholesale seedmen. From here is also shipped thousands of tons of sugar-beets each year to the Spreckels factory. One of the Spreckels large ranches lies to the east of Carnadero, the warm farm-house being located picturesquely amid beautiful grounds on a hilltop. Just below is the famous Soap Lake,

now only of thirty or forty acres, but before drainage reduced its area occupying several hundred acres. This section by the foothills, with its rich lowlands, suitable for both orchards and vegetables, is known as San Felipe.

Gilroy. The thriving city of Gilroy, with a population of about two thousand, is the metropolis of the southern part of the Santa Clara Valley. It is two miles north of Carnadero Junction. Gilroy, like Hollister, has beautiful houses, with well-shaded streets. It is supplied with gas and an electric plant. Ten miles of street are paved and graded. The little city has an assessed valuation of over $1,500,000. There are eight hundred school-children, good schools, two papers, one bank, good hotels, six churches, etc. The oldest inhabitants settled here (Old Gilroy) in 1845, and have found it good enough ever since. Indeed, you cannot drive the old residents from Gilroy, and they die only as a matter of variety.

The valley here is four miles wide. The mountain and valley territory tributary to the town is one hundred square miles. Land values in the valley range from fifty to three hundred dollars per acre. A fruit-packing house is being built, and there is a good opening for a fruit and vegetable cannery.

The products of this part of the Santa Clara speak for the wonderful richness of the soil. The town is encompassed with prune, peach, almond, pear, and

SAN JOSE.

apple orchards yielding a thousand tons of cured fruit last season, besides fruit shipped green. Grain and hay are sure crops in this section, hundreds of carloads being marketed. The Santa Cruz Mountains to the west have good forests of oak and redwood, and the lumber products form a considerable item in shipments.

Gilroy is very prosperous and is growing steadily. Rainfall is ample, and the water supply excellent and there are artesian wells all over the valley.

Gilroy Hot Springs. There are many beautiful drives to be made in the neighborhood of Gilroy, and among them the one to Gilroy Hot Springs is best known. A daily stage takes the traveler eastward thirteen miles to this famous resort in the coast Range, where one is charged twelve dollars a week for board, lodging, and the privilege of getting well. These hot springs are among the best known in the state.

Passing Rucker, station for a rich subdivision north of Gilroy, we cross Llagas Creek and reach San Martin.

San Martin. This little town of a hundred people is the center of a very rich section now being subdivided and sold to settlers at reasonable rates. It has several business houses, a fine school, hotel, etc. Near here is the well-known San Martin Ranch, on which several hundred people have planted orchards and vineyards in the last few years.

Passing Tennant Station, the next important stop is Morganhill.

Morganhill. This successful colony of a thousand people is growing at the rate of forty percent a year. It is charmingly located at the foot of an isolated peak known as Nob Hill, and not far from Murphy's Peak, whence beautiful views are obtained.

Morganhill is a temperance town, with four churches, good schools, three schoolhouses, a good water system, a weekly paper, a fine depot, several large stores, etc. The town is only ten years old. Fruit, wine, wood, hay, and grain are the principal products. There is room for a good dairy and for a packing-house. Land is sold at prices ranging from fifteen to one hundred and fifty dollars per acre.

Madrone, within fourteen miles of San Jose. Madrone is a pleasant town of several hundred people, and is the station for many resorts. Mountain Home, with its deer-hounds, hunting and fishing clubs, etc., is reached by a two hours' westward ride three times a week. In the opposite direction Madrone Mineral Springs is about the same distance, reached tri-weekly by stage. Its altitude is two thousand feet, and its waters are particularly good for stomach troubles. The Indians knew them as "Great Medicine," and it is said that the tribe that camped in that vicinity surprised the Spanish padres with their appetites. There are several other resorts, such as Glen Willis (three miles away).

Eden Vale. Several miles south of San Jose in a magnificent orchard country, is Eden Vale. It is not a town, just a settlement of beautiful homes, with rural mail delivery, and practically all the advantages of city life, with no disadvantages. All deciduous fruits do very well. The rich soil is thirty feet deep.

Passing Valbrick we are taken through the suburbs of San Jose to the center of that charming city.

San Jose. San Jose is a city of thirty thousand people, of whom some twenty-three thousand live within the narrow city limits. It is unlike any other California town. To all who have visited San Jose, the word recalls something strongly individual. In public buildings and in business blocks there are few cities of its size to rival it. It is almost in the center of the main Santa Clara Valley, and through railroads and wagon-roads commands the entire valley and the surrounding mountains, five miles distant to the east and eight miles away to the west. The broad-gauge lines of the Southern Pacific extend northward along the peninsula to San Francisco (fifty miles away), south to Los Angeles and beyond, eastward via Niles to eastern and northern California and beyond, besides local lines to the quicksilver mines of New Almaden and Los Gatos. The narrow-gauge extends from San Jose through the Santa Cruz Mountains southwest to the sea at Santa Cruz; and northeastward via the eastern shore of San Francisco Bay to Alameda and San Francisco. County turnpikes extend in all directions from San Jose as a center.

San Jose as a health resort has the same advantages as the valley at large. In the summer the highest temperature — unless there be a forest fire — is rarely above ninety degrees, ninety-four degrees being the maximum in 1901. The air lacks humidity, and there is never any evidence of that stifling summer heat known in the East. San Jose is indeed better known as a summer resort than as a winter

ROSE TREE, SAN JOSE.

MT. HAMILTON.

one. The nights are invariably cool, and in the shade the hottest days are very pleasant. Sunstroke, like cholera-infantum and typhoid fever, is unknown. The air is a tonic summer and winter; never a burden like an overheated blanket. In the winter the climate is almost semi-tropic. The city possesses two resort hotels, besides several commercial houses, and many good boarding-houses. Nicely furnished rooms are to let to transient residents. The reasonableness of the charges will be surprising. The hotel Vendome, best known of Santa Clara Valley hostelries, occupies a park of its own in the heart of town. There is a large swimming-pavilion, with bowling-alley, club-rooms, etc. The golf-links and tennis-grounds are of the best. The hotel St. James is near the business center of town, opposite St. James Park.

The nearest of San Jose's principal atractions is Alum Rock Cañon Hot Springs and park, five miles east of the city. This six-hundred-acre park, with its sixteen curative mineral springs, is the city's pride. It includes a magnificent mountain cañon with high walls, perennial stream, groves, springs, walks, and drives. There are deer-parks, aviary, plunge and tub-baths, restaurant, fountains, etc. An electric line gives half-hourly service. Alum Rock Cañon gives tourists the best opportunity in California to visit a wild mountain cañon. From its mouth the road climbs upward to Mt. Hamilton.

Lick Observatory. The great seven hundred and fifty thousand dollar observatory, given to the world by James Lick, who rests beneath its base, is twenty-seven miles from San Jose, and four thousand four hundred and forty feet above sea-level. Santa Clara County spent one hundred thousand dollars in building the best mountain road in the world to its site. The trip is made by stage, automobile, or bicycle;

LICK OBSERVATORY.

the stage trip occupies about four hours each way. A day is given to the trip, except that on Saturday the start is made at noon and San Jose reached, returning at midnight, the great telescope being given over to the public on that night. This thirty-six-inch refractor is the second largest in the world, and anybody after new worlds to conquer can find any number with its aid.

The Santa Clara Mission. Is reached by a three-mile electric line ride from San Jose along the beautiful Alameda, and is more fully described under the heading of Santa Clara.

Congress Springs is twelve miles distant from San Jose in the Santa Cruz mountains, reached by a lovely orchard-lined drive with an electric line, or via Los Gatos. The New Almaden quicksilver mines, twelve miles away, are the objective points of another day's journey by narrow or broad-gauge rail line. Beautiful Lomas Azulas, ten miles to the southeast, and as fine a foothill paradise as Smiley Heights in Redlands, gives another delightful day. Los Gatos is reached in twenty minutes by the train, and Stanford University in a half-hour. Lovely drives along the shaded avenues may be made to the Willows, to Berryessa, to Campbell, to Cupertino, and Saratoga, great fruit-growing centers. The quays of the south Bay Yacht Club are reached in a nine-mile drive. There are a dozen mountain trout-streams to be encountered in four or five miles. Good quail-hunting is near by, and the wilder mountains have plenty of deer, and even mountain-lion and bear. The roads are unexcelled for automobiling, driving, riding, and cycling. The climate gives one the out-of-door fever the year round. There are more automobiles in San Jose now than in any other place in California, outside of San Francisco, and possibly Los Angeles. The Big Trees—the famous giants of the redwood groves—are an hour's ride away. With such attractions, and with a wealth of fruit and flowers that is amazing, it is not surprising that San Jose is looking forward to the time when it shall be unsurpassed among the resort-places of the world.

San Jose claims to be the educational center of the Pacific Slope. Stanford University is almost suburban to it; Santa Clara College is three miles away, and the famous University of the Pacific, the College of Notre Dame, the State Normal School, and high schools, grammar schools, etc., are in the city limits.

The city has in addition to Alum Rock Cañon, two parks (of about thirty-three acres) in the city limits. The public utilities include a $250,000 city hall, a $50,000 Carnegie library, seven school buildings, worth from $15,000 to $75,000 each, a $200,000 Normal School, a $200,000 Postoffice, county court-house and hall of records, valued at $500,000, thirty miles of electric street railway, fifty-five miles of sewers, thirty passenger-trains daily, gas and electricity, and many of the most attractive homes in California. As a business center it is the most important place between Los Angeles and San Francisco.

Santa Clara. This city of four thousand people is but three miles from San Jose. Their destinies are one. They are connected by an electric line, and possess identical interests. Santa Clara possesses many charming homes, and the old Santa Clara Mission has much of romantic and historic interest. It was founded January 12, 1777, and has many rare and ancient relics. The Mission is in the hands of the Santa Clara College; visitors are welcomed. The Court of Flowers is of signal beauty.

A hundred and twenty-five years ago some beautiful-toned bells were given Santa Clara Mission with the understanding that they should ring each day forever—and to this day the promise has been kept. So Santa Clara seems destined to keep all promises made for it, and to be a fitting companion of San Jose.

Lawrence. A place of two hundred people in the midst of a rich seed, hay, wine, and dairy country. Supplies San Francisco with much cream and milk.

Sunnyvale. In a very rich fruit section; an important shipping point for green fruit and wine; needs a packing-house.

Mountain View. At the upper end of the Santa Clara Valley, eleven miles from San Jose, Mountain View is this growing and progressive town. Its products are wine, hay, grain, fruit, brick, and beets in the order named. Wine is shipped hence all over Europe and America. The population of this prettily built town among the oaks is about twelve hundred, with a tributary population of about three thousand five hundred.

Mayfield. This beautiful town, a mile and a half from Stanford University, has a population of one thousand. It is well built, has electric lights, good water system, a fine new school building, a newspaper, etc. It is rich in wines, fruit (berries particularly), hay, dairy products, and vegetables. Its nearness to the University adds to its desirability as a residence section.

Palo Alto. A mile north of Mayfield is the growing university town of Palo Alto, a place of twenty-five hundred people. Its proximity to the grounds of Stanford University, its fine climate and excellent society, the character of its government, making it ideal for homes, has resulted in unexampled prosperity. The place has kindergartens, private schools, two preparatory academies, grammar and high-schools, etc. The public-school buildings cost fifty thousand dollars. The town owns an electric light, sewer, and water system, has a free library, bank, newspapers, and many business houses.

Leland Stanford Junior University. The gateway to the University is opposite the town of Palo Alto. It is surrounded by part of its endowment, the magnificent Palo Alto estate of seventy-three hundred acres. The value of the total endowment is estimated at thirty-five million dollars. The University buildings are the most beautiful group of public buildings in America. They are but parts of one plan, and are constructed of Santa Clara Valley brown sandstone throughout—beautiful and restful in color, and in pleasing contrast to the walls of green of the surrounding hills and the great campus in front. The buildings of the University are not piled sky-high, but with long corridors rise two stories for the most part completely inclosing a beautiful quadrangle, in itself about a ninth of a mile long by eighty yards broad. The massive memorial arch in front, and the beautiful memorial church with its cathedral-like interior, great arches and allegorical windows are the most imposing features of the group. Flanking the main buildings to the right is Encina Hall for the boys and Roble Hall for the girls, while across the campus are the new chemistry building and the museum. Tuition at the University is free, and the equipment is that naturally to be expected in the richest endowed university in the world. The students of the present semester number fifteen hundred.

Stanford Stock Farm. Adjoins the University grounds, and is one of the famous stock-farms of America. Many record-breaking horses were raised here by Senator Stanford, and many lie buried beneath its sod.

Menlo Park. A mile north of Palo Alto, "the village of beautiful homes," is a place of suburban homes for many wealthy residents of San Francisco. Here are beautiful estates, both to the mountains and to the shore. The country here, as about Palo Alto, is especially rich in berries, nursery-stock, and conservatories. It has a boys' school, good schools, three churches, three commercial hotels, the Academy of the Sacred Heart, and St. Patrick's Seminary. Like the other peninsula towns, Menlo Park has a good water and electric system, etc.

GARDEN, MISSION SANTA CLARA.

Redwood City. The county-seat of San Mateo County and a place of much commercial and manufacturing importance. Its population of twenty-five hundred people is engaged at home; only recently has the town given any attention to securing suburban settlers from San Francisco It possesses the largest tannery in the state, employing one hundred and seventy-five men, and has two others. The Light and Power Company use Redwood as a distributing-point for the peninsula. It is the chief lumber-shipping point of the north coast line, the lumber being hauled from the mountains rising back of it.

The Redwood Forest, La Honda, and Pescadero. Redwood and San Mateo have a "back country." One may go to the pleasant village of Woodside, three miles distant, to Portola Valley, a pretty summer resort place, or on beyond over the ridge-top to Pescadero. At Grand View we can see San Francisco Bay, the Santa Clara Valley, Mt. Hamilton, Mt. Diablo, and the peninsula towns. Seventeen miles from Redwood on this road is La Honda, a famous resort amid redwoods, with excellent hunting and fishing. Many people from San Francisco spend summer after summer in this charming camp. Passing the camp village of Harrison, we arrive at Pescadero, thirty miles from Redwood, and near the ocean. Pebble Beach, with its acres of mock brilliants, the San Gregorio Lagoon and its tributary stream, where the fish flock to meet the stranger, the Big Basin a few hours' ride away—these are the attractions of Pescadero. Accommodations, hotel and camp, are good at all the points named.

San Carlos. The town of San Carlos is an ideal residence place, two miles north of Redwood City. The beauty of its surrounding hills and the loveliness of its drives cannot be described.

Belmont. Another residence town suburban to San Francisco, a mile north of San Carlos. It has an excellent military school.

Beresford. Yet another village where the city people find the comforts of home.

San Mateo. A town of twenty-five hundred people, and one of San Francisco's finest suburban home places. It is popular the year round, but in summer is especially favored by the people of San Francisco. In the town itself are many beautiful homes of people of moderate means who have business in San Francisco. Surrounding the central part of town and extending up to and beyond Burlingame are magnificent country homes, with grounds in size from an acre up to a thousand. The excellent climate of San Mateo, its wealth of natural beauty in rolling hills, picturesque beach and great oaks, have made it one of the most charming residence districts in the United States. The San Mateo beach is unusually fine, with warm water, owing to the protected position and the tide movement over warm sand. Bath-house accommodations are good. A Yacht Club has its headquarters here. The drives include a cañon of remarkable beauty, interior lakes and high ridges amid beautiful estates. The hotel is in a park of its own, and caters to "tourist" travelers. Home sites cost from one hundred to one thousand dollars per acre.

Burlingame. Is just north of San Mateo, and its attractions, environment, and location is not in any way different. It is perhaps the most exclusive home town in California, and here San Francisco society has its country headquarters. The homes are marvels of beauty, and it is everywhere evident that money and good taste have been important partners with nature in making Burlingame beautiful. The Country Club, with its magnificent home and two hundred and fifty wealthy members, the many golf-links, polo-grounds, etc., bespeak the character of this place.

PRUNE ORCHARD IN BLOSSOM, SANTA CLARA VALLEY.

Millbrae. The center of the great dairy section just south of San Francisco. This little town sends daily nearly a thousand gallons of milk to San Francisco by rail. Its population of three hundred, and its surrounding neighborhood are engaged almost exclusively in dairying. A beautiful drive may be taken from San Mateo through El Cerrito Park, along the county road by the massive Spring Valley Dam and Crystal Springs and San Andreas Lakes to Millbrae or vice versa.

San Bruno. Tributary to this station are many dairies, vegetable gardens, etc.

South San Francisco. Is on the "new" line, several trains running via this station. It is an industrial town of about fifteen hundred people, and has more manufactures in proportion to population than any other town in California. The meat company, the pottery works, paint works, brick yard, ice works, etc., handle in and out large quantities of cattle, fresh and cured meats, ice, paint, lard, hay, hides, tallow, pipe, and brick. The town has good schools, streets, and sidewalks, and a very promising industrial future.

Baden. In the midst of a vegetable section.

Colma. Is the business station for the beautiful San Francisco cemeteries—Mt. Olivet, Cypress Lawn, Sholim, Home of Peace and Holy Cross, which are in full view from the train. Colma has an unexcelled dairy, hog and vegetable country tributary to it, and supplies San Francisco's tables to a noticeable extent. The town has about seven hundred people, and is growing. Union Coursing Park is near here.

Ocean View and Valencia Street. Are San Francisco's residence district stations.

THE NARROW-GAUGE LINE: SANTA CRUZ MOUNTAINS AND BAY SHORE.

Seventy-seven miles of picturesque country lie between Santa Cruz and Alameda along the narrow-gauge—mountains, valleys, and bay shore. Once at Santa Cruz, via the broad-gauge line, one should go as far as San Jose at least, over the narrow-gauge.

From the union Santa Cruz Station the line runs through the city, and out through a tunnel-gateway. Thence the road climbs steadily along the western and northern slope of San Lorenzo Cañon, amid the redwood, madrone, laurel, and pine, up into the Santa Cruz Mountains. Below the San Lorenzo runs musically down its terraced pathway, while above the rounded hills swell out one above the other, forest-covered, or turned into oases of orchard and vineyard.

The seven miles between Santa Cruz and the Big Trees is a beautiful journey over the well-kept country boulevard, or by rail.

Big Trees. The Big Trees of the Santa Cruz Mountains are of the great redwood forests of California, the *Sequoia sempervirens*. They are cousins of the Sequoias of the Sierras (*Sequoia gigantea*), and in massiveness second only to them. A hundred yards' walk from the Big Trees Station takes one to the foot of the largest, the Giant. Other trees towering up in the sky beyond the power of the eye to measure accurately are near by in groups, or singly in this hillside hollow above the San Lorenzo.

General Grant and General Sherman are dignified trees; and the hollow tree, in which Fremont found shelter in 1846, bears his name.

These trees are remarkable for both height and girth, single ones now standing reaching up two hundred and seventy-five feet, and being sixty-five feet around.

Twenty-two years from a single root, have a yet greater base circumference, and these, even almost grow into the bizarre, ridge or root upon the ground, from a circumference over one hundred feet.

Whether any thousand, or two or three thousand years old, let scientists do not agree, these trees are still an object of dignity to the scene, create a completed grove of such majesty, that man measuring his temporal life with so narrow a span may well look upon them as the Immortals.

Felton. A mile beyond is Felton, junction for the Boulder Creek Branch, station for the town of Mount Hermon, and shipping point for elements and high varities of the Emerald Mountains, Jaguars and Santa Villers. Wood and lime are important products also.

Near Felton are many of the summer resorts hotels and camps that have made the Santa Cruz Mountains famous.

The county fairground is a rare playground for any people in midsummer, who like here to-day camping, rowing, swimming, fishing, hunting, living out of doors.

The Boulder Creek Branch runs north in the canon of the San Lorenzo for eight miles, crossing that stream six times to a junction of Boulder Creek, Bear Creek, and the San Lorenzo.

Ben Lomond. Is a great resort town, one of the favorites of the mountains. Rowardennan is reached from here by stage.

Boulder Creek. Is a lively incorporated town of eight hundred people, the terminus of the branch, and one of the great lumber towns of the coast. From its busy tributary valleys, and from over the ridge-tops come each summer thousands upon thousands of wagon-loads of lumber, wood, bark, pickets, posts, and shingles—redwood, pine, and oak. While eleven-twelfths of its shipments are now of the latter, vines and table grapes and apples will change that ere long. Boulder Creek is growing too as a resort point.

The summits now two or three miles from town in a country beautiful with a luxuriance of flowers and vine, of shrubs and forest.

Here, among redwoods and pines, the great ox-teams yet haul their train of heavy logs from greased skids to the mill; and here one wishing to acquire strenuousness in the use of language may listen to advantage.

The fishing is good, deer, quail, wild pigeons, squirrels, etc., have a cover that is protection enough to make hunting interesting to hunters as well as hunted.

Boulder Creek has good water-works, electric lights, a new sewer system, three churches, a public school, a free library, and business houses commensurate with its local importance.

Arcadia, Union Mill, Meehan, Zayante, and Clem. Returning to the main narrow-gauge line at Felton our way is amid mountain-tops a wild country, but yet holding many a fine orchard and vineyard. We travel tunnel-wise now also, among the tunnels being the second longest on the system. The names in the margin speaks of resorts and mountain homes.

Glenwood. This summer resort station has six summer hotels tributary to it, from one-quarter of a mile to seven miles distant. It possesses a redwood forest park of eighty acres, free to every one.

The finest table grapes in the world are raised hereabouts, and sent by the car-load East. Apples and peaches and wine-grapes are important products, the local wineries making 100,000 gallons of wine this season. The large redwoods are nearly three hundred feet high.

Laurel. Like Glenwood, Laurel has a vast area of rich mountain land adapted to the cultivation of wine and table grapes, to apples and other deciduous fruits. Already the annual green-fruit crop sent to market exceeds five hundred tons, and one hundred tons more are forwarded dried. The inhabitants report that the climate "is healthy beyond belief." Magnificent views are had from Laurel of Monterey Bay and the ocean.

The station has, of course, many resort hotels tributary.

Wright. A pleasant summer resort, with a fine fruit country, as elsewhere in the Santa Cruz Mountains. The hills that close in about it produce fifty carloads of table-grapes, twenty carloads of pears, twenty carloads of plums, and seventy-five carloads of prunes, peaches, etc. (green), and you can hardly see where the earth is scratched.

Sunset Park, a popular picnic-ground, is three hundred yards from the depot.

Alma. Alma is like its western neighbors, a summer-resort station, with a fine country of forty square miles tributary. The six hundred people in this mountain land have hotels or raise fruit or cut wood. A million pounds of fruit and a million pounds of wine went out and through Alma last season. It possesses possibilities in the way of oil-development that may make it famous. Here, indeed, was produced the first oil of the coast in a considerable quantity—successfully burned, by the way, on locomotives nearly twenty years ago.

Los Gatos. The town has a population of about two thousand five hundred people, one-half of whom have come here to enjoy the money acquired elsewhere. The producing population writes its returns upon waybills in millions of pounds of canned goods, dried fruit, green fruit, wine, ice, and limestone annually.

Under the brow of the mountains, tempered by the Bay of San Francisco, with a good rainfall in winter and none in summer, seven hundred feet above sea-level, Los Gatos is one of the most charming all-year resorts in the world. The lowest temperature in 1900 was twenty-nine degrees above zero, in 1901, thirty-two degrees above. The orange orchards, one of which is some twenty years old, produce oranges equal to any. There are no frosts, and fresh fruits are ripened in the town every day in the year.

The town has two good hotels now and a large resort hotel planned. It has electric light, gas and ice plants. A fifteen-thousand-dollar Carnegie library is now being built.

Saratoga. Saratoga is the western village of Santa Clara County, and like Los Gatos, lies at the mouth of the pass through the mountains—five miles north from Los Gatos and ten miles west from San Jose. Saratoga from its foothill eminence commands a magnificient view of the Santa Clara Valley. This vine-clad, rose-garlanded village has all the attractions of Los Gatos in climate, products and scenery.

Cupertino. Another pretty west Santa Clara Valley village without a railroad is Cupertino (West-side), some five miles from Sunnyvale and eight miles from San Jose.

Just west of Campbell a narrow-gauge branch runs southward ten miles to

New Almaden. The Almaden quicksilver mines have been described elsewhere. The land along the branch is a fertile orchard, vineyard, and hay country.

Le Franc. Is a wine-shipping point, and the station for the Gaudalupe quicksilver mines in the cañon of that name, famous long ago as quicksilver producers. They are once again the scene of activity. Water is being pumped from many miles

of Peach, over a hundred feet will soon be struck for hundred feet below the earth's surface.

Campbell. Four miles southwest of San Jose, on the narrow-gauge main line [illegible] miles northwest of Los Gatos is the model village of Campbell.

With its park, public library, churches, grammar and high schools, with its broad streets shaded with pepper, olive, acacia, umbrella, and English walnut trees, Campbell is one of the most beautiful of residence communities. Its population of seven hundred and fifty is increasing largely because of its attractions as a home town.

Its fruit-packing establishments include a large cannery, an immense cooperative dried fruit-packing establishment, and another packing-house. The village is in the center of an unsurpassed orchard district.

At San Jose the narrow-gauge route has joined the broad-gauge line and continues with it to Santa Clara. Both San Jose and Santa Clara have been described [illegible]. It should be noted that a third rail, giving broad-gauge service, extends from San Jose to Los Gatos.

To Alameda Two the narrow-gauge railway follows the eastern shore of San Francisco Bay, paralleling the broad-gauge Niles route, which is farther inland. The towns of the Niles route are described elsewhere, but it may not be amiss to say of them now: San José that Milpitas is a lively town in a rich fruit and vegetable district, with a large cannery. Warm Springs and Irvington are also surrounded by rich vegetable and fruit sections of great wealth, and Irvington is its well as educational center and the station for the historic old mission of San Jose.

Agnews. Two miles from San Jose is the seat of an asylum for the insane. Recently a large plant for the manufacture of alcohol from refuse molasses from sugar-factories has been built. The town is famous for its seed, its apples, Bartlett pears, berries, asparagus and other vegetables. One orchard of forty acres in pears, running one thousand crates to the acre (Stock). The population of the town is about two hundred.

Alviso. Eight miles from San Jose, on a slough from San Francisco Bay, is San Jose's "seaport." Here is the gathering-place of the South Bay Yacht Club. There are [illegible] boats in the fleet, and the marshes afford fine duck-hunting. All along this part of the narrow-gauge line are gun-club houses and preserves. The ducks come here by the thousands in autumn and winter. The tributary section is rich in vegetables and berries.

Passing Mowry we reach

Newark. The town is a pretty place, built on a part of the grant of the San Jose Mission [illegible]. Fruit of all kinds does well, and there is a large and increasing output of asparagus, onions, and tomatoes. The soil is very rich. Land is worth here, as elsewhere in the lower valley from sixty to two hundred dollars per acre. There are both high school and lower grades. The population is about seven hundred.

Newark is a manufacturing point of importance, with two stove-foundries, car-building shops, Southern Pacific repair shops, salt-works, planing-mill, etc.

Centerville. In the center of the valley, is about three miles from Niles, Decoto, and Newark, and is reached from the last named point by a Southern Pacific combined street-car and freight-car system, probably not met with elsewhere. The old town is a progressive, pretty place of five hundred people, and is rich in fruit, grain, hay, and vegetables. It has a good old-fashioned country inn.

Alvarado. Has a population of about nine hundred, of which the beet-sugar factory and the foundry employ the majority. The land hereabouts is very valuable, and raises vegetables, sugar-beets, and small fruits to perfection. The salt industry is growing in importance.

Mount Eden. Is another place of value in the way of vegetables, small fruits, salt, hay and grain. It shou'd be noted that these narrow-gauge-line villages along the bay shore have an unsurpassed climate summer and winter.

Russell, West San Lorenzo, West San Leandro. Russell is a vegetable and berry shipping station, while West San Lorenzo and West San Leandro are narrow-gauge shipping-stations for the fertile fruit and vegetable districts that have their home centers nearer the hills.

Alameda Point. Is a ship-building and water-shipping station south of Alameda. It has water-front facilities of increasing value.

Alameda, which is from thirty-three minutes' to forty-eight minutes' ride, according to station, from San Francisco, is chiefly a home place for business people of San Francisco, who by the thousand travel back and forth each day on the Southern Pacific Ferry boats and trains, running every fifteen minutes, alternating broad and narrow gauge trains, which service is also given the neighboring suburban cities of Oakland, Berkeley, and Fruitvale, so that the whole eastern mainland shore is the home of many thousands of people, who gain their living in San Francisco.

Alameda has a population of about eighteen thousand, and is noted for its magnificent streets, houses, and even climate.

On the bay shore are several pretty beaches, and in the summer the high-tide coming in over the warm sand furnishes ideal bathing. The climate is milder than that of the city, freer from fog and wind, a little warmer, and altogether very pleasant. The soil is fertile, and that accounts largely for the forest of trees that overhangs the streets, the endless flower-gardens, and bright lawns. The city has forty miles of cement sidewalks. The streets are all good. No city in the country has any finer boulevards. The land is level as if rolled. For bicycles and automobiles Alameda streets are unsurpassed.

Alameda has bath-houses for hot and cold salt water bathing along the picturesque bay shore. In the opposite direction electric cars and boulevards lead off to the hills about Mills Seminary and Leona Heights, Diamond and Redwood Cañons. Lake Chabot and Castro Valley are destinations of pleasant pleasure trips.

The city owns its electric-light plant. The public library has twenty-four thousand volumes. The schools are of the best in the state, the high-school bearing a wide reputation for excellence. The sewerage and drainage systems are perfect, and good water is obtained from artesian wells. Fifteen miles of electric lines traverse the streets. Churches, banks, business houses, etc., are in keeping with the city's other characteristics.

Alameda Mole. Is the bay terminus of the narrow-gauge railway. Here the trains meet the ferry-boats plying between the Mole and the Union Ferry Depot, San Francisco.

NEVADA FALLS
BRIDAL VEIL FALLS
CASCADE FALLS

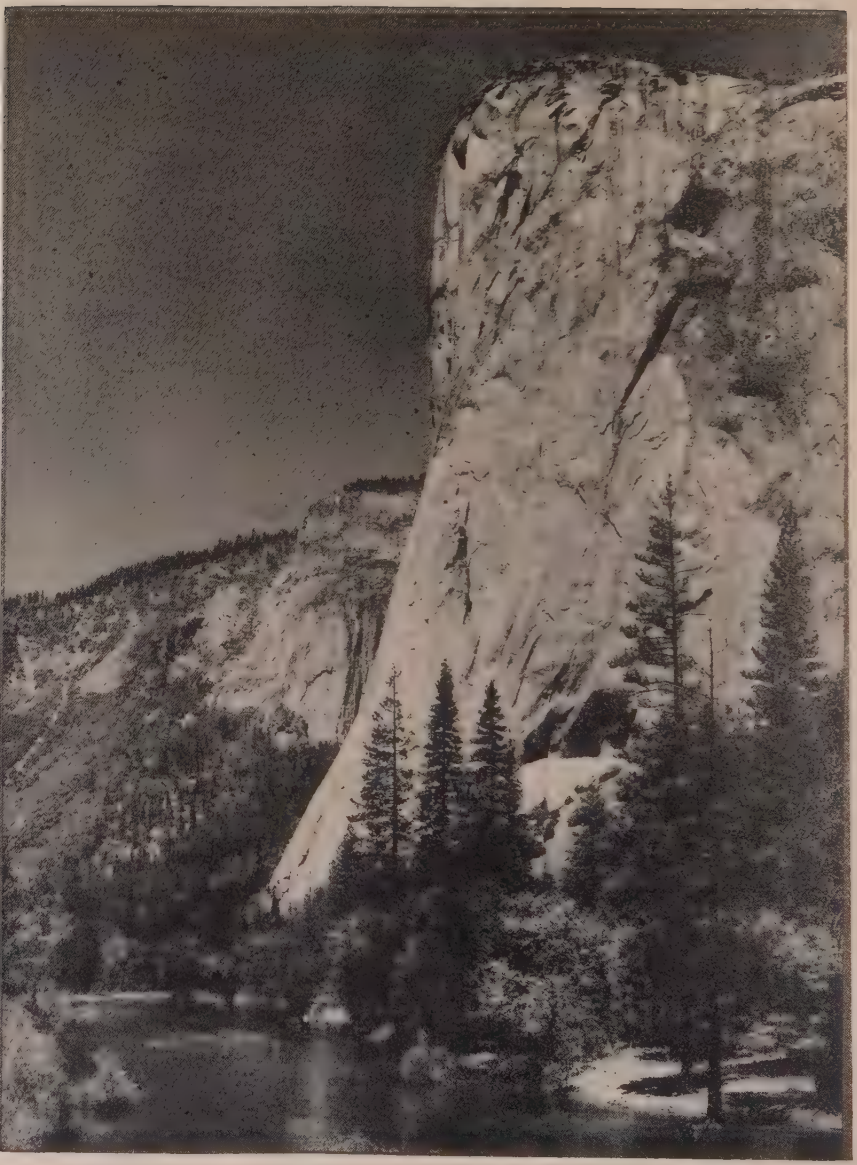
TO THE YOSEMITE.

THIS wonderful place will never cease to attract visitors. If one has seen all the rest of the world, and has left this Valley out, he still lacks something in his experiences. There is a note of wonder which he has never struck; a sense of sublimity which has never been stirred; a mingled grandeur and beauty of which he has never dreamed. And if, having seen it, he felt equal to describing it, he would be as exceptional in his egotism as Yosemite is in its greatness. The first white man who saw it was probably Dr. Bunnell, in the winter of 1849–50. His first glimpse was of El Capitan, and from a long way off. He was ascending the old Bear Valley trail from Redley's Ferry on the Merced River, when an "immense cliff loomed apparently to the summit of the mountains." He "looked upon this awe-inspiring column with wonder and admiration," but inquiries concerning that locality were fruitless, and it was not until March, 1851, that Dr. Bunnell again saw the great rock. He was then a member of the Mariposa Battalion in pursuit of hostile Indians. The place was Mt. Beatitude, above New Inspiration Point. "Suddenly we came in full view of the Valley. The immensity of rock I had seen in my vision on the old Bear Valley trail, forty miles away, was here presented to my astonished gaze. The locality of the mysterious cliff was there revealed, its proportions enlarged and perfected. * * * None but those who have visited this most wonderful valley can ever imagine the feeling with which I looked upon the view that was there presented."

It is one story, from the first spectator to the last — the limitations of human language.

Yosemite lies in the heart of the Sierra Nevada Mountains, about 150 miles from San Francisco as the crow flies, a little south of east in direction, its elevation about the center of the valley 4,000 feet above sea level. In form it is somewhat irregular, and its trend is northeast and southwest. It is closed at the upper or eastern end, and partially open at the other, forming thus a vast cul-de-sac. Its length is about seven miles, and its width from one-half to one and one-fourth miles. The valley has recently been receded by the State of California to the United States, and will hereafter be taken care of by the National Government as one of its system of national parks. The original grant was fifteen miles in length, and in width "one mile back from the main edge of the precipice on each side of the valley." The recession of this territory now places it on a par with the Yellowstone National Park in all matters of management and improvement, and the fostering care and generosity of the Government will doubtless greatly increase the facilities for seeing and enjoying this beautiful and unrivaled region.

The floor of the valley is nearly level, the Merced River, which flows through it, falling about sixty-three feet in its course. More than 3,000 acres are meadow and pasture, and trees and groves make of it a natural park. The walls which shut it in are nearly perpendicular. They are remarkable at once for their great height, their vertical character, and the little talus or debris at their feet. This is



EL CAPITAN, YOSEMITE VALLEY.

part of the charm of this great valley. Its floor is not a chaos of fallen rocks. Green grove, emerald meadow, flowery pasture, crystal river, crowd up to the solid white feet of lofty precipices, and one looks up at an angle of ninety degrees to mountain summits 3,000-5,000 feet above him in the zenith. From the twentieth story window of the Masonic Temple, Chicago, you look down three hundred feet to the street below. From Glacier Point you look down the perpendicular wall of granite 3,234 feet to the Valley floor.

Among the noted elevations which rise up almost vertically are: El Capitan, 3,300 feet above the Valley floor; Cathedral Rocks, 2,660 feet; Three Brothers, 3,830 feet; the Sentinel, 3,059 feet, with Cascades in the early season 3,000 feet fall; Sentinel Dome with storm-worn top, 4,142 feet above the Valley; the fractured face of the Half Dome, cleft straight down for 2,000 feet, the whole majestic rock standing 8,927 feet above sea level and therefore about 4,800 feet above the Valley. Clouds Rest is but the granite summit of a ridge in the background, but is impressive and 6,150 feet above the floor where you stand.

The Waterfalls, which abide all the year round, are: Bridel Veil, 900 feet; Yosemite Falls, broken into two visible vertical plunges, the first of 1,600 feet, the last of 400, and between these Cascades of 600 feet chiefly hidden from view, the whole height from the foot-path at the bottom of this lip of the upper fall being 2,600 feet; Vernal Falls is 350 feet, and Nevada Falls 700 feet, the two representing the whole volume of the South Fork of Merced River.

The Falls are in their glory in April and May, but the lofty Valley is more enjoyable in June and July. The Hotel is commodious and well kept, and there are one or two permanent camps with tents and many comforts at low rates.

The Big Trees. The Big Trees grow only in the Sierra. They are alone among the trees of the world, and save for this belt of groves along the western slope of the Sierra Nevada, the world would be without an idea of how great and graceful and imperishable a tree may be.

The Redwood of the Coast Range is a great tree, but generally exceeded in size by the Sequoia Gigantea. It differs, too, from the Sierra Sequoia in its preferences and habits, as it grows only near the coast and where rain and wind and fog nourish it, and it chiefly reproduces itself from the root. The Sierra Sequoia, on the other hand, loves an ideal climate, and only grows at a definite elevation on the sunny mountain side, where summer is not hot and winter snows are deep and soft. It grows only from the seed and does not resow itself rapidly, the seed-scales not getting far from the parent tree, and finding difficulty in getting down to the soil through the debris-cover of the forest. The "group-habit" of the tree chiefly explains why it forms groves, though the glacier rivers of old had something to do in isolating the Sequoias.

The Indian name for these trees is "Wawona." The standing tree called Wawona is tunneled, a driveway being cut through it ten feet high and six to ten feet wide. Through this arch the loaded stage coach drives. The tree is 27 feet in diameter and about 200 feet high. The Grizzly Giant is 93 feet 7 inches in circumference, and it is believed by John Muir to have reached maturity, even old age. Mr. Muir well calls this tree the king of all the conifers of the world, and thinks that these giants probably live five thousand years. Other authorities place their age much higher. The "largest" tree in these mountains is frequently found, but none, I think, compare with the giant measured on Kings River by Mr. Muir, and which was 35 feet 8 inches inside the bark four feet from the ground. Several trees in the Mariposa Grove have exceeded 33 feet in diameter at the ground.

The Mariposa Grove. Thirty-five miles from Raymond is the Wawona Hotel, one of the most exquisite spots in the Sierra Nevada. It is from this hotel that tourists make their pilgrimage to the Mariposa Big Tree Grove, which is six miles, and is made in a carriage, and for which there is no extra charge for those holding through tickets to and from the Yosemite Valley. In this mighty grove there may be seen a large number of trees more than 300 feet in height, and varying from 50 to 93 feet in circumference, according to Professor Whitney's official measurement.

The Calaveras Grove, which was the first one discovered (by a hunter named A. T. Dowd, in 1852), has a magnificent lot of mammoth trees, also piercing the clouds at heights exceeding 300 feet, and measuring 80, 90, and 100 feet around at the ground. Most of these have marble slabs containing the names of distinguished soldiers, navigators, statesmen, poets, travelers, and authors.

It is impossible to see these great trees without emotion. The eye at first does not adjust itself to their vast proportions. But wait a little. Lie down among them; study the great fluted columns; note the size of the limb yonder where the symmetry of the trunk is first broken a hundred feet from the ground. That limb is six feet in diameter, larger than any tree to be found to-day in the Eastern States. Thus the trees will grow upon you every hour until you feel like taking off your hat in the presence of this unexampled life.

The great trees were named in honor of Sequoyah, a Cherokee Indian, born about 1770 in Alabama. He invented an alphabet and a written language for his tribe, and slipped into immortality when Endlicher, a distinguished botanist, gave his name to the Big Trees. Sequoyah's English name was George Guess.

FROM SAN FRANCISCO TO THE GREAT NORTHWEST.

ALONG reach of most interesting country lies between San Francisco and Portland, Oregon. Seven hundred and seventy-two miles intervene between the two great cities, and it is our purpose to take the reader with us on this journey. There are two routes by rail, and of course the ocean highway is open to all who wish to go by steamer. The rail routes are east of the Sacramento River to Tehama, and west of the river to the same point, 213 miles from San Francisco, where the two lines form a junction. The route generally taken is that east of the river, and this is the route chosen for our journey. From San Francisco we return on the Overland route (by which we entered the city), as far as Roseville, eighteen miles beyond Sacramento. Here we turn northward, leaving the main line behind us, and are fairly embarked on our journey to the great northwest.

Lincoln is a small manufacturing town, where great quantities of pottery and sewer pipe are made. (Population, 1,100; distance from San Francisco, 118 miles; elevation, 167 feet.)

Passing through Ewing and Sheridan, small villages surrounded by grazing lands, we come to

Wheatland. Fitly named, it being in the center of a fine wheat region. The town is well built, and has the usual complement of good business houses, churches, schools, etc. (Population, 600; distance from San Francisco, 129 miles; elevation, 90 feet.)

The Yuba River. Leaving Wheatland, we are soon crossing the bottom lands of what the latest maps call the Bear River, but which "old timers" know as the Yuba, a name which, it seems to us, should by all means be retained. The Yuba here is a vagrant stream, inclined to "spread itself" entirely too much for the convenience and comfort of the farmers; hence, it has been confined within great dykes, which extend as far as the eye can reach up and down the river. The road crosses the bottoms on trestle work.

MARYSVILLE.

Flourishing Commercial City.

County-Seat of Yuba County.

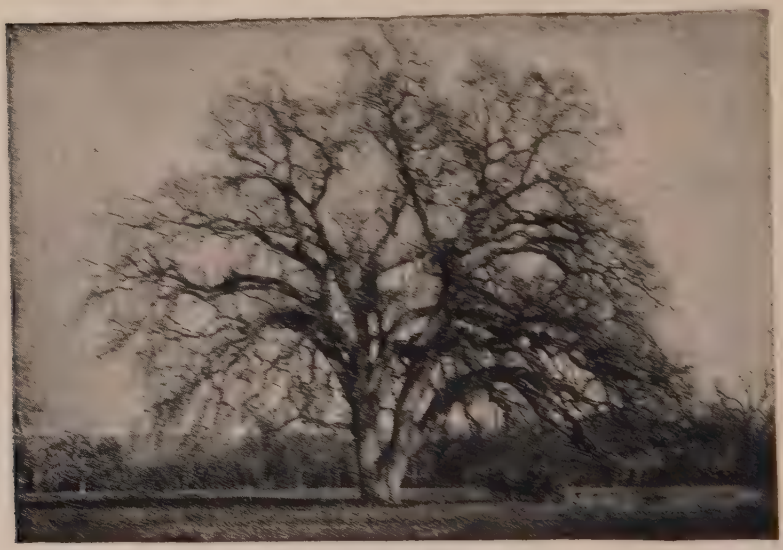
Population, 5,000.

Distance from San Francisco, 142 Miles.

Elevation, 66 Feet.

This thriving place is the leading town of northern California, the depot for the product of Yuba and Sutter counties, and is situated at the head of navigation on Feather River, and on the right bank of the Yuba. It has a population of 5,000. It is known throughout California as being the neatest built city in the state. Splendid business blocks, fine residences, magnificent gardens, where flowers bloom the year round; best of schools and academies, eight churches, large manufacturing interests, flour mills, finest woolen mill in the state, fruit cannery, iron foundry, etc. The city is lighted by gas

and electricity. The water supply is unsurpassed the best in the state. The trade of Marysville to-day is greater than any town north of Sacramento. It is the trade center for a large country outside of Yuba County. It enjoys the trade of all Yuba and Sutter, and part of Butte, Colusa, Sierra, Placer and Nevada counties. In addition to excellent natural facilities, steamers and barges ply on the river, carrying freight to and from San Francisco. It is one of the junctional points of the railroad. In climate, Marysville cannot be excelled. No extremes of heat and cold, but a pleasant, equable temperature, equal to, if not the superior of, the climate of Italy. Pulmonic diseases of any kind never obtain a footing here: Marysville has been singularly free from such afflictions. With the fast-increasing



SIR JOSEPH HOOKER OAK, CHICO VECINO.
29 Feet in Circumference.

tide of immigration, which is now turning to California, and with the new and varied industries which are now springing up here, as the producing power of the lands are becoming known, Marysville will, in a short space of time no doubt, be one of the leading towns of California. Frosts are very rare, and when they do occur very little damage to vegetation results, owing to the great dryness of the atmosphere. The same characteristics also make life very enjoyable, and render this section one of the healthiest in the state. At Marysville a profitable side-trip may be taken to Oroville.

Oroville is situated on the Feather River, 28 miles from Marysville. It is the northern terminus of the Oroville branch of the Southern Pacific, which runs from Marysville, 28 miles to the north. The town is well built, the business buildings being of brick, and the residences are almost universally neat and handsome, surrounded with lawns set with a wealth of flowers, palms, and blooming orange-trees. The church and school facilities are all that could be desired. There is abundant water-power awaiting the establishment of manufactories, and a flouring mill and a large sash and door factory are now in operation. But the glory

of Oroville is mainly in the region about it. The western part of Butte County, near the Sacramento River, is level; the eastern part includes the western slope of the Sierra Nevada Mountains, while the central portion consists of low foothills gradually increasing in altitude as the mountains are neared. This strip of sloping foothills, twenty miles in width, consists of a rich gravelly soil, remarkably productive. The climate of this region, which is known as the "Thermal Belt," is of peculiar salubrity, being milder both in winter and summer than in the lower portion of the valley, and resembling that of the most favored countries about the Mediterranean Sea. The summer's heat is here tempered to an even mildness, and in the winter the formation of thin ice in the open air is of rare occurrence. Snow is a natural curiosity, and outdoor work is uninterrupted the year round. The average rainfall is about twenty-two inches. Experiment has shown that the conditions of climate and soil make this region the natural home of the orange, olive, lemon, fig, and other semi-tropical fruits, while all the known deciduous fruits, including the hardy apple, flourish and yield in unsurpassed abundance. The country about Oroville is undoubtedly the greatest fruit-producing region in the state, offering great inducements to settlers, while it is equally wealthy in a great variety of other resources.

Returning to Marysville, we resume our northward flight, the Sacramento Valley being on our left, while the Valley of the Rio de Los Plumas, or, as it is now popularly called, the Feather River Valley, is on our right. Following this course we pass through Gridley, Biggs, Nelson, Durham, and arrive at

CHICO.
An Ideal Residence City.
Population, 4,000.
Distance from San Francisco, 186 Miles.
Elevation, 193 Feet.

The largest town in Butte County, Chico, situated on Chico Creek, five miles from the Sacramento River. Chico is the centre of the finest agricultural portion of the county—perhaps the finest in the State. The famous "Rancho Chico" property of Gen. John Bidwell adjoins the town on the north, the rich and varied fruits of which have attracted such marked attention at all fairs and expositions throughout the United States. Chico Creek is a clear and beautiful mountain stream, flowing sufficient water all the year to supply power for General Bidwell's large flour mill, until its capacity was so enlarged as to require the supplemental aid of steam. Steamers run on the Sacramento River to Chico Landing and points above, carrying immense quantities of grain to the bay on barges. Chico is a beautiful city, and its population is principally American, agriculture and its adjunct employments being the chief elements of its life. But it has also tributary to it a fine mining region, up Butte Creek, and an immense lumber region to the east and north. In this latter there are five or six large mills at work. A V-flume comes to the city from the mountains, in which the lumber is floated from the mills to the town, so rapidly that a few years ago a beam of timber was sawn in the mill, thirty miles away, flumed to Chico, drawn through the town to the water-works building, fitted for its purpose and wrought into the building, all within the working hours of a single day. Chico has a regular town government, with police officers and an excellent fire department. It has gas and water-works, and is supplied with electric light. There are two banks, in flourishing condition. Seven churches, representing as many denominations, adorn the city; a state normal school and large and elegant public school buildings and private academies are filled with students. The streets are wide, well kept, and shaded. Very many private residences are

large and handsome, and the homes of the people all indicate intelligence and comfort.

Chico Vecino. This is an attractive suburb of Chico, included within the boundaries of the well-known "Rancho Chico." There are one thousand acres in the town site, the plat of which has been laid off in five-acre tracts. Here there soon will be one of those delightful fruit-raising colonies for which California is becoming famous. From Chico to Tehama we roll along through a fine fruit and agricultural country, passing the stations of Nord and Vina.

Tehama is the junction of the Willows branch of the Southern Pacific Railroad with the main line. It is situated in a good wheat-growing country on the west bank of the Sacramento River, and here irrigation is not found necessary for the production of crops. The olive does magnificently here, and the sugar-beet bids fair to make a profitable crop. A sugar factory is in contemplation. Stock-raising and lumbering are large tributary industries. (Population, 700; distance from San Francisco, 213 miles; elevation, 222 feet.)

Seven miles beyond Tehama we pass through Rawson, and five miles farther on reach

Red Bluff, the county-seat of Tehama County, which is one of the most thriving towns of the state, with a population of 3,000. It is a growing town in one of the richest sections, and it has an elevated and sightly location. Its streets are wide and well graded, lighted by electricity, and there is no place in the United States better drained. The Sacramento River here is a clear, rapid stream, lined with beautiful trees and vines. On all the three other sides there are ravines or valleys through which streams run, which give the perfection of drainage. The streets are lined with poplar, elm, white maple, locust, acacia and pepper trees, which will soon make a veritable forest city. There are also many fine residences. Tehama County is the great grain-growing county of the state. 8,000,000 bushels of wheat and 2,500,000 bushels of barley have been harvested in one season from its fertile lands. Tehama has many sheep, and the number of cattle, horses, mules, and swine is large. In this county the celebrated Vina Ranch is located, embracing 50,000 acres, a princely property, which, through the unexampled generosity of Senator and Mrs. Stanford, has become the heritage of the children and of the coming generations of the Pacific coast. (Population, 3,000; distance from San Francisco, 225 miles; elevation, 307 feet.)

The grade is now steadily upward, as we press onward in our journey. From Red Bluff to Sissons, a distance of 113 miles, we make an ascent of 3,245 feet. Through a broken country, and crossing a number of rapidly flowing creeks, we pass through Cottonwood, and arrive at

Anderson, which is a beautiful and very lively town of 1,000 inhabitants. It lies a mile and a half from the Sacramento River, 12 miles south of Redding, and 222 miles north of Sacramento. The town is attractively laid out, with wide, well-shaded streets, lined with cozy and beautiful homes. The leading hotel in the place is a fine one, costing $20,000. There are fine schools, the usual churches, a fine roller flouring mill, good, substantial brick business buildings, water-works, furnishing an abundant supply of pure water from the mountains, besides many other evidences of enterprise and progress. The semi-tropical climate of the Sacramento Valley generally prevails in the region about Anderson, which is noted for its healthfulness. The summers are rather warm, though dry, and the mercury rarely reaches 105 degrees, 85 degrees being about the average. The winter, or

COUNTRY CLUB HOUSE.

rainy season is delightful and resembles April or May in the Eastern states. (Population, 1,000; Distance from San Francisco, 148 miles; elevation, 452 feet.)

Redding. No town of northern California has a more promising future, and exhibits at the present time more enterprise, activity, and rapidity of growth than Redding, in the southwestern part of Shasta County, of which it is the county-seat. It is at the upper end of the great Sacramento Valley, 150 miles north of Sacramento, and is built on a plateau on the bank of the Sacramento River, here a clear mountain stream which sweeps around the town to the east and south. No town in the state has a more charming and picturesque location. The brief history of Redding is one of rapid progress, and never has it been more marked than now. Its population has increased from 300 in 1883 to over 3,000 at the present time, and with the rapid development of the county and the vast territory that is tributary to Redding, extending in some directions a hundred and fifty miles, a rapid and continued growth is assured. The city has water and gas works, a great variety of manufactories, many important buildings, a fine court-house and jail, two newspapers, good schools, and several churches. The river here affords fine water-power, and the lumber interests of the country tributary to Redding are immense. The future of this lively place depends largely on the development of the country about it; and with the great variety of soil, climate, and products, the thousands of acres of cheap, unoccupied lands that only await intelligent cultivation to yield great profits, and with the other almost inexhaustible resources which the country possesses, there can be no question on this point. During the past few years the country has made rapid strides, many settlers have invested, building has amounted almost to a boom, new industries started, and thousands of acres of orchards and vineyards have been planted. No part of California offers such inducements to the farmer, the laboring man, the capitalist, or the home-seeker as Shasta County. There is a delightful semi-tropical climate in the valleys and plateaus of the south, and a gradual change is noted as higher altitudes are reached, that of the mountains resembling the New England states. The climate of the southern portion of the county is indicated by the fact that orange-trees flourish and bear abundantly. The county is noted for the number and beauty of its clear, sparkling streams, which burst from the mountains through wild, picturesque cañons, and flow onward through small, fertile valleys of great beauty. In these mountain streams the finest trout fishing in the state is found.

Trinity County, like Shasta, has a vast territory heavily mineralized, while the former has also extensive gravel deposits. The largest hydraulic mining property in the world, perhaps, is opening now, and water is being piped over twenty miles of almost inaccessible country. An immense sum was paid for the acres of golden gravel.

Many cozy little homes are scattered through the mountains. The farmer, with a few acres of fruit and a little field for grain or pasturage, is often a miner also, working a small claim at intervals. One such, three or four years ago, struck a pocket, taking out about $35,000 in a single day. That is one of the possibilities which make mining so fascinating. Redding's population is 3,000. 200 miles from San Francisco.

THE SHASTA REGION.

The Cañon. We return from prospecting in the hills and resume our journey. We are now in the cañon of the Sacramento, creeping along the breast of cliffs, and through tunnels, and crossing and recrossing the river, amid scenes of great beauty

and sublimity. From Redding, the great white cone of Shasta was seen, seeming to rise out of a forested horizon, and as we go upward, it gleams upon the sight again and again, a thing of beauty and of majesty. Its glory is best seen at a distance and from below. Then its dark lavas are suffused with a pale rosy glow, its white summit outlined softly against the sky, and the wide, placid sweep of its base is full of repose.

Here the eastern wall beside us is broken by a rugged cañon, and the McCloud River comes pouring its cold flood into the Sacramento. Back among the hills it is first joined by the Pit River, and the two streams, swollen by many mountain springs, add their volume to the Sacramento. All the region watered by the stream is wild and virgin. It is a district full of fine forest trees, with many deer in the depths of the woods, and trout in the icy waters of the streams. The Pit River cuts its way from the volcanic regions of the northeast, across a billowy sea of hills, and falls toward the west in a series of white rapids. The McCloud is born of the glacier and has the ice chill of Mt. Shasta upon it. It has worn its way through lava rocks and tumbled down steep gorges, to lose itself in the larger stream that rolls down to the bay.

The Sacramento is muddy and sluggish far down the valley, but here is clear and bright and turbulent, rushing and foaming among the rocks, a very ideal trout stream, and a line of light in the landscape.

Sims. This was a sportsmen's hotel in the days when only the Oregon stage woke the echoes among the hills. It stands back from the station among orchards of apples and other fruits, on a fine plateau, in the most rugged portion of the Sacramento cañon. Trout, game in its season, fruit and berries fresh from the fields, milk and butter from their own cows, and an old-time hospitality make this a restful place.

Sweet Brier, Crag View, Bailey's. These are camping-places and hotels, close together, in a very attractive part of the cañon. The fine views, the delightful climate, the pure water, the numberless excursions into the hills, the wild flowers, the luxuriant ferns, the bathing and fishing, make these resorts very popular in this season.

Castle Crag. The fine hotel here was burned down and has not been rebuilt, but the crags remain one of the most striking rock piles of any country. The buttresses of this giant structure reach down to the bottom of the cañon, and the columns and minarets of gray, steely granite, lifted high against the sky, are very impressive. They reach an altitude of four thousand feet, and easily and naturally suggest the towers and minarets of some lofty and impregnable castle of the Middle Ages. Back of these splintered peaks, at an elevation of nearly seven thousand feet, lies Castle Lake, a lonely bit of crystal water, resting in its granite cup, over whose lip the wild azalea droops, and in whose depths the silvery trout floats like a shadow. The lake is accessible from this point by a steep trail, or farther up by horseback.

Upper Soda Springs. Numerous fine soda springs are found in the cañon, and this is one of the most noted. It is an old and homelike place, in one of the wildest and most picturesque parts of the cañon. Shasta is but fifteen miles away, the fine coniferous forests, full of splendid sugar-pine, spruce, and cedar, and here and there, on sloping mountain sides or on top of dividing ridges, lie lovely meadows the wild gardens of the deer, lush with grass and starred with flowers. Nothing is finer; and you cannot cross one of these forest-hidden gardens without finding, perhaps still warm, the couch of the red deer, or, flaming in the sunlight, the brown and orange spotted tiger-lily, or a bed of blue and white violets and daisies. The

water of the Soda Springs is cold and palatable, and for certain diseases very beneficial. The fish commissioners keep the river stocked with salmon and trout, and game can be found deep in the solitude of the hills.

Shasta Springs. This mineral spring is but a few steps from the track of the Southern Pacific, and is a regular stopping-place for all trains. Everybody "drinks" here, for the foaming beverage is Nature's wine, and many fill bottles or demijohns for later refreshment. The water is bottled here for a wide market. On a fine plateau above the springs are the excellent hotel and its adjoining cottages, and many come here for rest and the benefits from the water.

Shasta Retreat. This is a camping spot, grouped about a magnificent spring, pouring out a great volume of icy water. Several fine mineral springs are also on the grounds, and Shasta is in full view. Plants and flowers grow in great profusion, and the air is full of the balsam of pine and spruce and fir. The retreat is under church control, and has a tabernacle for public services. The Chautauqua assembly is one of the summer attractions. There is a tavern with airy rooms, and comfortable cottages.

Mott. Here a fine view of Shasta is obtained, and this is the visual center for all the region. The lover of the grand and beautiful will look up to it at noonday, pale and shadowy against the sky; will linger at evening to see the great lava cone glow with light, when the cañon is dark with the gathering gloom of night; and will even "turn out" to see its dark head outlined at dawn amid the fading stars, or strongly set upon the arch of rose which heralds the coming sun.

Turning the glance back over the route we have traveled, the slopes of the great cañon are seen, and the outlying cliffs of Castle Crags, while to the west, Scott Mountain looms up in majesty.

Sisson. The rambling, picturesque, and homelike hotel long known as "Sissons" has disappeared. It had its day, and many a sojourner at the old, romantic inn thinks of it with a sigh of regret. The fame of the place was widespread, and the old homestead was enlarged, and patched, and added to from year to year until it had a character of its own, and was as original in appearance as it was homelike in the experience of its guests. Strawberry Valley, full of willows and brush, became a meadow, with a background of dark velvety pines, and above that belt of green rose the white, triple cone of the great mountain. It was worth ten years of common life to sit on the veranda at Sisson and look out over that peaceful mountain meadow and up the shining slope of that

"Burned-out crater, healed with snow,"

and watch the play of light on granite crag or lava flow, or to sit in the sunlight of July and see a snow-storm raging about the mountain summit, and rain falling in the valley at its feet.

The railroad is here now, a bustling town is in the valley, and a hundred things have changed. But the new "Sissons" is attractive if it is modern, the old-time hospitality is there, and the mountain is unchanged. A delightful summer resort it often has weeks of excellent sleighing, and then the tavern is alive with guests from the city to whom the snow and the sleigh-ride is a novelty.

As we near Sisson, Mount Shasta, of which we have obtained brief glimpses through the pines, bursts into full view in all its sublime magnificence. This noted snow-capped peak towers to the height of 14,444 feet. It is an extinct volcano, and its snows and glaciers feed hundreds of streams which thread the wild regeion in every direction. At Sisson is obtained the finest view of Shasta,

GOLF LINKS. PASADENA.

and it is the only convenient point from which the ascent can be made. But few parties succeed in reaching the summit, and the attempt is only made in mid-summer, and then with trusty guides. The feat is exciting, but the view is grand beyond description. The region beyond Shasta is a paradise for the sportsman and the lover of nature. Grizzly, black, and cinnamon bears abound, elk, deer, and mountain sheep are plenty, as well as a great variety of smaller game. The mountain streams team with trout, and often the sport loses its zest through the very abundance of the beauties. The McCloud and the Pitt rivers are the most noted streams, though others are equally attrrctive. The McCloud runs through the most uninhabited and unexplored region of the coast. No region in the state is so delightful for camping, and hundreds of people go there every year. At Sisson, camping and hunting parties can be provided with complete outfits at moderate cost. From Redding northward the Southern Pacific road is the scenic route of California; and the base of Mount Shasta, eighty miles north of Redding, the acme of interest is reached. While there are many places in California replete with beauty and grandeur, there are none which, for infinite variety of scenery, wildness, and abundance of everything to delight the sportsman, artists and tourist, can compare with the region about Shasta.

SHASTA.

The Monarch of the Range.

Altitude, 14,440 Feet Above the Sea.

Local Elevation, 10,885 Feet.

Muir's Peak. After leaving Sisson we circle the base of Muir's Peak, locally known as "Black Butte," which rises to a perpendicular height of three thousand feet above our heads. It is black, bare, and desolate—an extinct volcano, with half a dozen craters in plain view.

Upton. Here we diverge a little, taking the short line called the "McCloud River Railroad." It is chiefly a lumber line, penetrating the rich forest region to the east. Of old time we went from Sissons to the Big Bend in a stage-coach, twenty-five miles of delightful ride. Now we take this odd "switch back" railway and climb the grades and round the hills, until we reach McClouds, where are noisy mills and logging trains and mountain homes. The river, a few miles beyond, is a quiet stream, its source not far away in the green meadows at the foot of Shasta on the east. Its mother is Mt. Shasta, and it wells up out of the earth, icy cold. It grows rapidly, a hundred rills and springs adding to its volume, so that a dozen miles shows a broad tumultuous river, dark in the shadows of the great trees, and gathering strength with every mile. It has immense attractions for the nature-lover and the sportsman. The noblest trout of all the tribe, the "Dolly Varden," lurks in this dark green water, wary and full of vigor. Deer and bear are in the wilder regions, where the mill men have not penetrated, and mountain lions are not seldom seen. Fine views of Shasta are obtained as one climbs along the trails. The region is full of splendid timber, the finest sugar-pine forests of the state, or of any state, being found in the McCloud Basin. Going northward again, toward Oregon, we note the lessening forest growth until we reach

Edgewood. The name is suggestive. It is literally the edge of the forest. Thereafter, climbing to the Siskiyou summit, a distance of twenty-five miles, there is very little timber. The country is broken and rolling, with farms here and there, and extensive cattle ranges.

Montague. This is forty miles north of Sisson and is the junction point of

the Yreka Railroad, running to the town of the same name, the county-seat of Siskiyou County. It is a town of considerable importance. Mining, lumbering

MOSSBRAE FALLS, MT. SHASTA COUNTRY.

and cattle raising are the chief industries. Farms are in the small valleys, and the whole country is prosperous.

Ager. From this point a stage line runs to Klamath Hot Springs, eighteen miles distant, and near the border line between California and Oregon. It is one of the most attractive mineral spring resorts in the state, partly because of the excellence of its waters, and partly because of its beautiful scenery and the charm of the trout stream at its doors. The Klamath is a dashing mountain stream, alive with trout. The elevation is about two thousand seven hundred feet, and the temperature never high. Salmon, silver and rainbow trout can be found within sight of the hotel.

The Siskiyou Mountains run over into Oregon. From their summit we look down into the faraway Rogue River Valley, one of the finest of Oregon's many fine valleys. Going on a little, we cross the head waters of the Klamath River, rolling westward to the Pacific, and at Cole's we leave California, and the next stop is Oregon.

THE WEST SIDE.

Before leaving California it will be of interest to enter here a brief description

of the West Side Line extending between Woodland and Tehama, and by which line the tourist may travel if he so desire. Leaving Tehama for the south the first station is

Finello. This town, on the north side of Thomas Creek, is a small business center for a grain-growing district. It is on the edge of the old-time regime in farming methods.

Richfield. This is a colony center, separated from Finello by Thomas Creek, and not more than two miles distant. It marks the transition to a more stable form of agricultural life, and settles up the country. Children born belong to the land; school-houses are builded, and communities formed, and an independent citizenship takes the place of renters and employees, whose only interest in the country is what they can get out of it.

Corning. This is an old-time town of about eleven hundred people, quite surrounded by the colonies which have been planted in the wheat-fields, and have transformed the face of the country. Conservative ranchers stick to cattle and grain. One sold off part of his holding to the colony managers for twenty-five dollars per acre, and when he saw what could be done with the land bought a good share of it back at seventy-two dollars per acre. Many are in the ruts of habit and method, and do not see the possibilities of development until it is actually demonstrated before their eyes; they stay by the forms of industry which they know.

Maywood Colony. This is a striking example of what this region and a hundred like it are capable of, and what courage, confidence, foresight, and intelligent energy will do. In 1892 this was a wheat-field. At first four thousand acres were subdivided; but additions were quickly made. As fast as one tract was settled up another was thrown open, and settlers soon found to occupy it, until the original four thousand acres had expanded to thirty thousand. To-day Maywood Colony is a prosperous, contented, industrious, and fairly successful aggregation of home builders. There are hundreds of comfortable homes, fine business blocks, well-equipped hotels, schools, churches, an opera house, and all the evidences of a progressive and successful enterprise. Oranges are grown, olives are profitable as pickles, or converted into oil; peaches, pears, apricots, vegetables, grain, poultry, melons, sugar-beets — everything goes. A huge fig-tree, five feet in diameter, and a black walnut, eighty feet high, hint the wide range of tree growth. Peas and tomatoes are produced by the ton, the cannery taking all that can be grown. A herd of one thousand to one thousand five hundred turkeys is not an uncommon sight in the region.

The Colony district ten years ago had but about one hundred people, exclusive of Corning. It now numbers two thousand, and with the old town fully one thousand more. The new-comers are Eastern people, who had but little capital and no knowledge of farming and fruit-raising, as practiced here. The chief defect in the Colony is in the absence of practical farmers and fruit-growers. Competent California farmers guided the first efforts, and no difficulty or hardship has been experienced in "getting started." Back of all has been a wise management, a liberal and enlightened policy. Then soil and climate. The growth can be duplicated on hundreds of thousands of acres in this rich valley. It requires only the initiative fair treatment, intelligence, and wide advertising. Multitudes only want to know the facts about California. There are hundreds of chances here to one in the older communities, and no unequal contest with nature, with cold and frost and storm.

Kirkwood. Outside of the limits of the colony just left, we dip into the con-

DIP-NET FISHING AT THE DALLES OF THE COLUMBIA. By permission of the West Shore Magazine.

servatism of farm life again. This is a market town for a district given to grain-growing, to livestock, and a little fruit. But the object-lessons in many localities are breaking into the old cultural habits, and new life and growth begin to appear.

Orland. This is Glenn County—a few years ago a vast wheat-field. But change is in the air—transition to new methods. Orland is growing, and the region roundabout filling up, and a diversity of the products of the land gives the tiller of the soil an immense advantage. He has always something to turn off. Here is alfalfa, and bees, and honey, melons, oranges, lemons, all kinds of deciduous fruit, and all kinds of vegetables. Olives and almonds flourish. One tract of sixty-six acres set to almonds returned, in 1901, nineteen tons, which sold for eleven cents a pound; net result about thirty-five hundred dollars. Oranges and lemons are being planted. The Lemon Home Colony is two miles out from Orland, with good land, well watered. It is monotonous to repeat that citrus fruits will do well at a hundred points hitherto untried. We are trying to tell the truth about a vast region. It is nature's fruit realm. It has millions of acres as well adapted to oranges and lemons as Sicily, Malta, the Grecian Archipelago, the south of France, or the best section of Spain. The soil and the climate here insure the success of oranges, lemons, olives, apricots, peaches, prunes, and almonds. But increasing attention is being given to water and to alfalfa, as in many other places. The town is growing. You may see here a single acre which for twenty years has supported the owner and his wife in comfort.

Land is not high, it is cheap. As in many places, it is men that are wanted—men who can plow a straight furrow, who know good land when they see it, and who have something to sell every time they go to town. Land is plenty, and men with intelligence and energy can make a fresh start anywhere in this valley with half the effort their fathers put forth to clear the forests or break the soil of the Middle West.

Germantown. The business center again of a wide area devoted to grain and stock. Land can be bought for from twenty to sixty-five dollars, land under cultivation, but without improvements. It is a good region.

Willows. This little city has a population of about sixteen hundred, and is full of life. The tributary country is rich in grain and fruit. Willows is the junction point of a branch line that traverses a productive region as far as Fruto. This euphonious name indicates the prevailing industry. Yet stock-raising, dairying, and general farming is in vogue. One man grows ten acres of tomatoes, netting him from seven hundred to a thousand dollars a year. Another raises barley, alfalfa, and potatoes, and from thirty-seven acres netted, in 1901, two thousand six hundred dollars. River bottom-land set to peaches returned one hundred and twenty dollars per acre from a large tract.

Norman. Another market-place and shipping-point for grain and stock. The western foothills furnish good pasture, and in the rougher brush lands the Angora is profitable. From a flock of five hundred, one owner sheared two thousand five hundred pounds mohair, selling for thirty cents a pound. His flock was increased by four hundred kids. There is a growing market for the long silky fleece.

Maxwell. We are still in the midst of wheat-fields, wide, flat reaches of country. Diversified farming is growing in favor, and the monotony of yellow grain-fields will soon disappear.

Hogs are seen in the fields, and other stock, and more attention will be given cows and the dairy. The character of the soil will reveal itself at a glance.

The mountains on the west side are full of delightful camping-places, and some

of the most famous mineral springs are easily reached. Deer and bear are plenty, and foxes, coyotes and panthers are readily found. On the east the Sacramento River offers good fishing, and ducks and geese in their season.

Colusa Junction. This is the connecting point with the "Colusa and Lake Railroad." It runs east to Colusa and northwest to Sites, and from the latter by stage to Bartlett Springs and other Clear Lake points; Sites is a small foothill town. The foothills of both mountain ranges, the Sierra and the Coast, have many fine and fertile little valleys, and the climate is always exceptionally fine. Where water can be had they make ideal places for fruit. Along the Coast foothills, water can usually be had by digging wells.

Colusa is a town of nearly two thousand people—with its extensions, two thousand two hundred. Electric power has been brought in, and is available for pumping for irrigation, and for other mechanical purposes. A great body of magnificent alluvial land is here, that will grow anything, with plenty of water for purposes of irrigation. Lands are being cut up into small farms, and fruit-growing will supplant wheat farms. Oil is found of a superior quality, and may prove very productive. The lands along the river are protected by levees, and the river itself is made to serve for winter irrigation. Bartlett Springs, which is not far from here, is very celebrated, and much resorted to for the cure of certain diseases. Other springs in the county are used as summer resorts, and for the healing virtue of their waters. The Colusa stone quarries are drawn upon from all parts of the state. The fine quality of the stone shows in the new Ferry Building at San Francisco, and in the band-stand at Golden Gate Park. Considerable land is for sale here at fair prices.

Williams. The population is about twelve hundred, and the town is in the midst of vast grain-fields. The increased value of stock is being recognized, and this industry, with fruit-farming, and greater diversity of farm products, is growing.

Arbuckle. The whole region is devoted to grain and stock. The town serves as a shipping-point, and for market purposes and social life.

Dunnigan. When some pastoral bard arises—some modern Virgil, surveying these boundless wheat plains, will he find poetry in the scene? There are figures for the census, but not much to inspire the poet. The barns are not ideally colored, like Eastman Johnson's, and where there are any at all, they are not "as wide as a Dutchman's barn," the monotony of endlessly pleasant weather dispensing with the necessity for barns in most cases. The country tributary to Dunnigan produces grain—and a great deal of it.

Yolo. Poetry is still immolated here under the wheels of giant combined reaping and threshing machines, or buried by the gang plow. It is a vast industry, but too easy for profit in these competitive days. A brief period of plowing and sowing, another of harvesting, and then the employees drift away to the towns or cities, and the rancher waits for next year. Meantime, California imports a hundred things she consumes, and ought to produce at home. Pork, condensed milk, preserves jellies, jams, poultry, eggs, sugar—all ought to be provided in this opulent state. Woodland, the next station, we saw on our way north.

OREGON AND THE SISKIYOU.

The State Line. Resuming the northward journey, two miles beyond Coles station we cross the state line, and entering Oregon, begin the ascent of the Siskiyou

Mountains. This ascent is a wonder of railway engineering. The statistical facts concerning this achievement may be condensed as follows:

Elevation at State Line	2,859	feet
" Coles Springs	3,775	"
" Tunnel No. 13	3,108	"
" Tunnel No. 15	3,710	"
" Tunnel No. 16	2,977	"
Length of Tunnel No. 13	4,160	"

The mathematician has the advantage here. He can tell exactly the facts concerning this great work: but the descriptive writer strives in vain to convey to the reader the beauty and grandeur of the scene. The southern slope of the range is denuded of trees, while the northern side is covered with a dense growth of pine.

Siskiyou Station. This is the summit of the range, and the highest point on the entire line, being 4,135 feet above the level of the sea. The mountain view from this coign of vantage is indescribably magnificent. To the east is the Cascade Range, extending to the north for full four hundred miles; to the northeast is Mount Pitt, while still farther on are Mounts Scott, Threlson, and Diamond Peak—monarchs of the Cascades. To the west are the peaks of the Siskiyou and Coast ranges; to the south are the two Sisters, Mount Lassen, and above all imperial Shasta rears his head. Lakes, rivers, and valleys lie spread out before us like a map; and in a word, for variety, grandeur, beauty, and extent, this view has no equal on the continent.

Ashland. At the foot of the Siskiyou Range, on the eastern slope, is situated this beautiful little town, in a delightful valley. The town was established in 1850; and in 1887, on December 17th Mr. Charles Crocker, of San Francisco, drove the last spike which completed the railroad connection between California and Oregon. The town of Ashland has entered upon a season of great prosperity, being the seat of the State Normal School, and having the White Sulphur Springs within near proximity. It is a large shipping-point for wheat, and also for fruit. (Population, 3,000; distance from San Francisco, 431 miles; elevation, 1,891 feet.)

Rolling along through the valley we pass Phœnix and Medford, prosperous towns of moderate size.

Jacksonville is the county-seat of Jackson County, and is connected with Medford, four miles distant, by stage. (Population, 1,000; distance from San Francisco, 450 miles; elevation, 1,399 feet.)

Rogue River Valley. We are now in the Rogue River Valley, and are following the stream in its downward course. The valley averages about three miles in width, with high hills on each side, covered with a strong growth of grass, and in places heavily timbered. The products of this valley are berries, nuts, and fruit. Fishing and hunting can be found here of the best quality. The stations

MT. RAINIER, W. T.

which follow Medford are: Gold Hill, Grant's Pass, Merlin, Leland, Wolf Creek, Glendale, West Fork, Riddle, Myrtle Creek, and Dillard.

SCENIC ATTRACTIONS.

A Panorama of the Grand and Beautiful in Nature.

For a stretch of over one hundred and fifty miles from Grant's Pass, the country presents a wonderful panorama of grand and beautiful scenery. Mountains are all around us. To the right the Cascade Range, to the left the Coast Range. Gorges before us! Cañons behind us! Little valleys of entrancing loveliness are crossed; sparkling streams abound; forests of oaks and pines, of hemlocks and madrones, are threaded; in a word, the variety is infinite, the beauty indescribable.

Roseburg is the county-seat of Douglas County. Through the town flow the Umpqua River and Deer Creek, which furnish water-power and a plentiful supply of pure water for domestic purposes. Agriculture, horticulture, and pastoral industries are tributary. (Population, 2,000; distance from San Francisco, 574 miles; elevation, 487 feet.)

The Valley of the Umpqua. This valley, situated between the Coast Range of mountains and the Calapooias, is exceedingly fertile, being especially adapted to agriculture and the growing of fruit. The valley ranks third in size among those of Oregon, those of the Willamette, and Umatilla being greater in area. A historical interest attaches itself to the Umpqua Valley, for in its quiet confines lie the remains of the brave soldier and public-spirited citizen General Joseph Lane. His grave is in a little churchyard, a mile from Roseburg. After leaving Roseburg, the stations occur in the following order: Wilbur, Oakland, Rice Hill, Youcalla, Drains, and Comstocks.

Divide is on the water-shed between the waters of the Umpqua and Willamette Rivers. Latham, Cottage Grove, Walkers, Creswell, Goshen, and Springfield are the succeeding stations.

Eugene is the county-seat of Lane County, situated on the right bank of the Willamette River, and is a thriving, prosperous town. Here has been established the University of Oregon, which is one of the leading educational institutions of the state. The Willamette is navigable from Portland to this point for steamers of light draught; but freight traffic is now carried mainly by the railroad. This is a fine agricultural and fruit country, and shipments of these products from Eugene are large. (Population, 4,000; distance from San Francisco, 649 miles; elevation, 455 feet.)

Beyond Eugene are Irving, Junction City, Harrisburg, Muddy, Halsey, Shedds, Tangent, and Albany Junction.

Albany, the county-seat of Linn County, is an enterprising, growing town. For a country which Eastern people consider so "new," this town has great "antiquity," having been established in 1848. Here is located the Albany College and other schools of excellent quality. The town has good business and private buildings, water-works—in fact, all of the modern improvements. (Population, 5,000; distance from San Francisco, 692 miles; elevation, 240 feet.)

Millersburg, Jefferson, Marion, and Turner are the stations passed after leaving Albany before Salem is reached.

Salem is the state capital and the county-seat of Marion County. It is situated on the left bank of the Willamette River, which furnishes unlimited water-power. Here are located the state institutions, including the Insane Asylum, the

School for the Deaf and Dumb and Blind, the Penitentiary and the Indian Training School. Steamers ply regularly between Portland and Salem, and the amount of lumber shipped annually exceeds three million feet. The capitol building occupies an entire block, and may be seen from the car window, to our left, after leaving the depot. It need not be said that Salem is a well-built, prosperous city, for the fact that it is the state capital makes such a statement superfluous. (Population, 6,000; distance from San Francisco, 720 miles; elevation, 190 feet.)

After we have left Salem we pass the state fair grounds, two miles from the city, and four miles farther on Chemawa is reached, which is the immediate site of the Indian Training School. Beyond are the stations of Brooks, Woodburn, Hubbard, Aurora, Barlow, Canby, New Era, and Canemah.

Oregon City is the county-seat of Clackamas County, and is noted for its magnificent water-power, being located at the great falls of the Willamette River. Here were constructed the canal and lock system which make the Willamette navigable beyond the falls. This system cost half a million dollars. Oregon City is a thriving town, boasting all the modern improvements, and doing a large business. (Population, 4,000; distance from San Francisco, 756 miles; elevation, 95 feet.)

Beyond Oregon City we pass through the following stations: Clackamas, Milwaukee, Willsburg, Car Shops, and East Portland. These are really suburbs of Portland, as the distance between Oregon City and Portland is only 15 miles.

PORTLAND.

The Metropolis of the Pacific Northwest.

A City of Magnificent Achievements and High Hopes.

This metropolitan city, with its population of one hundred thousand souls, sits on the west bank of the Willamette River, twelve miles from its confluence with the Columbia, and one hundred and fifteen miles, by river, from the Pacific Ocean. The first settlers came here in 1843, and in 1851 the settlement was incorporated as a city. It is now the metropolis of the Pacific Northwest, and the third richest city in the world, in proportion of the wealth to per capita of population. On the east side of the Willamette, directly opposite Portland, is the city of East Portland, and on the same side, to the northward, around the bend of the river, the city of Albina, both of which contain a population of about ten thousand souls, and are connected with Portland by two bridges. Numerous ferry-boats also ply on the river between Portland and her trans-Willamette suburbs. Thus, there are clustered here under three corporate names, a community of one hundred and ten thousand people, whose business intermingles, and who are actively engaged in its diversified industries.

The favorable position which Portland occupies for an important commercial city, can be best understood by gaining a knowledge of its location, relative to a large area of very rich country. The Willamette Valley, at the foot of which Portland is situated, contains four million acres of land, and its products are abundant to furnish sustenance for over a million people. Most of this territory is now under cultivation. Wheat has been the chief crop raised, but other cereals, root crops, and fruits are now occupying the attention of the farmers, and on the slopes of the mountains that border the valley, stock-raising and dairying are found to be profitable industries. The finest flavored fruits in the world are raised here—apples, pears, prunes, peaches, plums, small fruits, melons, etc. In fact, all the products of the temperate zones can be successfully grown in the Willamette Valley. The surplus product of this fertile valley, of course, flows through Portland, to which

port it is transported by boats which ply on the Willamette, and railroads which penetrate the country on each side of the river. The Columbia River, before piercing the Cascade Mountains, flows through and drains a tract of country more than four times as large as the state of New York, and with a soil of wonderful productiveness. The improvement of that vast region is scarcely begun, yet the product has already grown beyond the facilities for moving it, though they are great, and beyond all expectations. But the transportation facilities are increasing rapidly, and that trouble will not last. Anything that can be grown on fertile soil in a mild climate is produced in this basin in abundance, and from Idaho, Washington Territory, and Oregon a constant stream flows to Portland.

PORTLAND FROM EAST BANK OF THE WILLAMETTE.

The mines of Oregon, including those of gold, silver, iron, copper, etc., and the vast mineral output of Montana, Idaho, and Washington contribute an important amount to the business of this commercial metropolis. The timber product is by no means inconsiderable, large quantities of lumber being annually turned out. The most extensive salmon fishing in the world, and the general piscatorial industry of the Columbia and Willamette rivers, have their main springs of capital in Portland. Situated as she is, at the gateway to the regions mentioned, the resources of which are practically illimitable, and easily transported on the rivers that drain them, being accessible to ocean craft, and having a demand for trade from across the sea, being at a point of interchange of foreign and domestic traffic, having a situation favorable for utilizing these various agencies for promoting growth, Portland certainly possesses advantages of location equaled by few cities in the world.

There are five lines of railroad centering in Portland. The Northern Pacific runs north to Tacoma, thence east to St. Paul. It also connects, at Wallula Junc-

tion, with the O. R. & N., making a shorter route from Portland to the east. The Oregon Railway & Navigation Company has a line passing up the Columbia River to Wallula Junction and branching out into various feeders, built and in process of construction, ramifying the south-central portion of the great Inland Empire. The connection of the O. R. & N. with the Oregon Short Line gives a direct trans-continental line between Portland and Missouri River points by way of Ogden and Salt Lake. Another line, the Oregon & California, starts from Portland, and running up the west side of the river, forms a valuable feeder, penetrating the heart of the garden of Oregon. This line connects, at Corvallis, with the Oregon Pacific, extending westward to Yaquina Bay, and will soon reach a rich, but as yet undeveloped, region in eastern Oregon. Then the Yamhill Division of the Southern Pacific Company affords another outlet for the valley through Portland. Thus, the city is made a terminus for three trans-continental railway systems, and has all the advantages of five local roads, besides the water transportation on the Willamette and Columbia rivers and the Pacific Ocean. The Canadian Pacific is also competing for Portland business, running a steamer between here and Vancouver, B. C., to connect with its China line of steamers, and bidding eagerly for freight and passenger business between Portland and the Eastern states. The Northern Pacific Terminal Company has erected shops in Albina at a cost of over $500,000, with a capacity for the employment of a thousand men. The company owns nearly eight thousand feet of water front. Besides the shops, there are large grain warehouses, coal bunkers, and a dry dock, owned by the Oregon Railway & Navigation Company.

On the Portland side of the river is the site of the union passenger and freight buildings and freight yards. The completion of the bridge over the Willamette, which the Oregon Railway and Navigation Company has constructed, enables the improvements for the Portland yards and building to be carried out. This bridge is a steel structure, consisting of a draw span of three hundred and forty feet, and a fixed span of three hundred and twenty feet. It is a through bridge, with carriage way and foot-walls above the railroad tracks, and connects Third Street, Portland, and Holladay Avenue, East Portland.

Modern Improvements. The streets of Portland are lighted by incandescent and arc electric lights. The city owns its water-works system. In order to purchase the water-works plant from the private corporation which owned it, the city issued 5 per cent bonds to the amount of $500,000, which were readily sold at an average price of $1.08, showing the confidence in the city's financial condition. The city has fifty miles of water mains, and the pumping capacity of the works is twenty million gallons per day. The supply is obtained from the Willamette River, about five miles up the stream. The average daily consumption is five million gallons.

The Portland paid fire department is an efficient organization, operating under the city board of fire commissioners. A fireman's mutual relief association is in operation in connection with the fire department.

Manufacturing. The manufacturing advantages of Portland and vicinity are not utilized to an extent at all commensurate with their importance. There is abundant raw material in Oregon, cheap and reliable water-power, and generally favorable conditions for the growth of varied manufacturing enterprises. The comparatively recent discovery of the resources of the region must account for the small amount of manufacturing that is done where circumstances are so favorable. People from the East, accustomed to the closer and fuller develop-

ment of their resources, and alive to the advantages of manufacturing as near the source of supply as possible, are surprised at the neglected opportunities which they observe on the Pacific Slope, and particularly in and about the commercial center of a region incalculably rich in the elements that promote manufacturing prosperity. Still, that branch of industry is well established, and is constantly increasing in volume and importance. (Population, 100,000; distance from San Francisco, 772 miles.)

Picturesque Surroundings. Aside from the advantages of its relative location, Portland has a very admirable site for a beautiful city. From the docks at the river's side, the land gradually ascends to the west and southwest, finally breaking in elevated and picturesque hills, upon which the residence portion of the city is already encroaching. These hills form an important feature in the topography of the city. The lower and more level part of the town is occupied by business houses and manufactories. The heights are visible from almost any point. They are ascended by means of roadways winding along the hillsides, affording magnificent view as the prospect unfolds. From the summit of Robinson's Hill, on a clear day, the sight is most grand and inspiring. Within a radius of a hundred miles, which the eye sweeps from this elevated outlook, north, east, and southeast, five perpetually snow-clad mountain peaks are visible. The most prominent of these is Mount Hood, which rests upon the long, bluish bank of the Cascade Mountains, and rears its lofty summit to the sky. Its covering of snow and glaciers sparkles in the sunlight, and when suffused with the soft glow of the setting sun, reflects the most delicate tints of purple, crimson, and gold, giving it a majestic splendor inspiring to the beholder. To the south is Mount Jefferson, and to the north Mounts Adams, St. Helens and Rainier, the latter the loftiest peak of the Cascade Mountain range, all of them capped with snow and ice, and relieving a landscape of charming beauty. Breaking through the ridge of the Cascades, the great "River of the West," the Columbia, pours its mighty tide toward the sea. The Willamette threads the broad valley to the south like a ribbon, its course being visible for many miles, and finally being lost among the farms and villages that dot its banks.

TACOMA.

A City Whose Fame Has Become International.

"The City of Destiny."

Tacoma's commanding position among the cities of Washington Territory has been earned step by step by a struggle in which the odds were against her. The general apprehension, justified probably by the history of many cities and towns, that in the West all one need to do is to stake off a few lots, build a cabin or two, select a name, and a city will grow up much after the fashion of vegetables in a garden, is in nowise true of Tacoma. When Tacoma was established other towns on Puget Sound had existed for many years, and naturally they did not extend any encouragement to a new town. Instead of receiving, from the beginning, as in the case of many cities of the West, the exclusive support and encouragement of an extensive business district, Tacoma found the older towns already in possession, and ready to contest every step taken by the new claimant for public favor and support. Figuratively speaking, Tacoma's first breath of life was a battle-cry, and although the cry was not at first very loud, it was firm, full of confidence and pluck. The town did not remain long in its swaddling-clothes. Its voice gained in strength. At first Puget Sound only heard it. Then it reached the ears of everybody in Washington Territory, and they were pleased with it. The Pacific Northwest then realized that there was a new voice

in the business world, and stopped to listen, and soon the entire Pacific Coast was talking about it. Then the great and populous East heard Tacoma's voice, and when it said "Come," thousands responded. Then England came thousands of miles by sea, in great ships, to learn more about Tacoma, a city whose fame had crossed the Atlantic. China and Japan sent teaships at this infant's demand, and even far-off Australia heard it, and was so pleased that the ocean pathway between Tacoma and that continent is marked by an ever-increasing fleet of ships going and coming. Tacoma helps to feed the world, helps to build the world's houses, and yet its voice is stronger than ever, and is being used more than ever. The thousands of people who listened and responded to Tacoma's invitation were not disappointed. And Tacoma grew and flourished, until its present commanding position was reached.

From a town of only a few hundred people, Tacoma now has a population estimated at 45,000. Its property has increased to twenty times its value ten years ago. Its business relations extend to all parts of the civilized world, a fact which is true of no other city in Washington Territory. In railroads, shipping, manufactories, and business generally, Tacoma's prosperity has been very great; so great indeed, that whereas it a few years ago was only a small and relatively unimportant village, it is now a city, possessing all the characteristics and conveniences of a city.

Tacoma was originally planned on a large scale, and the expectations of the founders of the city, however sanguine they may have been, have doubtless been more than realized at this time. Probably no one expected Tacoma to grow so rapidly, to earn so speedily such extraordinary trade relations with the markets of the world. The streets are wide and laid off with special relation to convenience and beauty. Pacific and Tacoma avenues are without superiors for beauty and length in the Northwest. These and other public highways are well graded, and sidewalks are constructed of a substantial character.

The location of the Methodist University in Tacoma has given the city a notable addition to its already large number of educational institutions. The Tacoma people subscribed a bonus of $75,000 to this great institution. The Annie Wright Seminary, the Washington College, and the numerous public schools speak more than words can tell of the public spirit manifested by Tacoma people, of their ability to meet every demand of a liberal and progressive population, and of the existence of a breadth of public sentiment which proves the stable character of the city's progress. Of the many church buildings, some possess architectural beauties equal to those to be seen anywhere. Private residences of handsome architecture may be seen in all parts of the city. The hotels number twenty, and yet they are not sufficient to accommodate the multitude of people who daily arrive in this flourishing city.

The Northern Pacific Railroad Company has erected a magnificent brick building for the offices of the company.

These features of Tacoma are worthy of special attention as evidencing the solid character of the city's progress. They rebut every idea that Tacoma's growth and the expansion of her industries are "mushroomy" in character. The city itself is the best commentary on the character of its resources. (Population, 45,000; distance from San Francisco, 917 miles.)

The Climate of Puget Sound. The following extract from a recent compilation so accurately sets forth the characteristics of this climate, that to employ other words would add nothing to the facts contained in it:

The climate of the Puget Sound country is wholly unlike anything experienced on the Atlantic slope or in the Mississippi Valley; or, indeed, anywhere on the American continent except in the Pacific Northwest. The summers are cool, and the winters singularly mild. A temperature of 80° in midsummer is very rare, and not often in winter does the mercury go much below the freezing-point. The following meteorological table, which is for an average year, is compiled from observations taken daily at 7 A. M., 2 P. M., and 9 P. M. A minute's study of it will show how remarkably free from trying extremes the climate is.

ANNUAL METEOROLOGICAL TABLE.

	Lowest.	Highest.	Mean.	Monthly Rainfall in Inches.
January	30°	62°	37.9°	4.20
February	31	59	44.5	4.16
March	32	68	48.0	1.01
April	35	75	50.8	0.47
May	43	80	60.5	2.89
June	47	76	57.0	0.49
July	51	86	66.4	0.26
August	52	84	64.5	....
September	46	74	58.8	2.44
October	39	64	51.4	2.47
November	34	60	45.5	8.22
December	28	60	41.4	6.14
Total annual rainfall				32.74

As suggested, if the above extract is carefully studied it will tell more than many words of explanation.

Trade with South America and Mexico. The condition upon which trade relations will be established with South American and Mexican Pacific coast points are of such a promising character that it will not be long until a most valuable commerce will be carried on. The peculiar conditions which justify the hope of establishing very extensive relations with that country are found in the products of the countries. The purposes of this article will not admit of a minute examination of these conditions, but any one who will examine the subject will find that the products of Washington Territory supply what the South American countries referred to do not have, and those countries produce that which will find a ready market in the Northwest. Hard woods, tropical fruits, valuable ores and minerals on the one hand, with soft woods, iron, grain, fish, and many other of the resources of the Northwest—these, any one can easily see, furnish all the conditions upon which most extensive commercial relations may be established. The relations will be those of exchange of products. Such conditions are especially promising, as they will afford cargoes both going and coming.

Tacoma's commercial relations with the Pacific coast are now so well known that it is almost unnecessary to make reference to them at all, except to make this array of evidence complete. Reference to the record of Tacoma's shipping, as set forth already in this article, will show how extensive are Tacoma's relations with San Francisco and other coast points.

The thoughtful man will reason that if Tacoma enjoys such extraordinary

advantages now, what will the future bring? He will then understand the peculiar significance of the poetical phrase, "The City of Destiny."

A Magnificent Harbor. The general measure of Tacoma's appreciation of this most remarkable body of water would be expressed in miles rather than particular instances. To say that there are saw-mills at particular points, coal bunkers at others, wheat warehouses near by, magnificent docks elsewhere, various harbor improvements and railroads, would certainly be very suggestive of what Tacoma has accomplished in a few years. But to say that these improvements extend along the water front for a distance of about six miles, gives a larger idea of their extent.

These features of Tacoma's enterprise and prosperity have a special meaning. They are not constructed simply as a matter of ornament. Business men do not do things that way. Business methods are not fancy in their character. These improvements indicate that demands exist and are being supplied. And Tacoma is doing the supplying.

Terminal and Shipping Facilities. The fact that the Northern Pacific Railroad has made Tacoma its terminal point is, of itself, enough to satisfy any one without further explanation that the terminal and shipping facilities would be commensurate with the importance of a great trans-continental railroad company's interests.

The immense docks, at which railroad and ocean traffic unite, are so large and involve so many distinct features that it would be difficult to impart to any one not familiar with such improvements an adequate idea of their extent and importance.

It is not an uncommon sight to see lying along these immense docks, only a few feet away from the railroad tracks, an ocean sailing-vessel, several ocean steamships, Alaska steamers, besides a host of smaller craft. This will suggest the character and extent of these docks. The Northern Pacific Company has immense warehouses erected on these docks, and all the conveniences incident to the prompt, careful, and expeditious handling of freights. It is often a difficult matter for local craft to secure dock accommodations, so crowded with steamers and sailing-vessels do the docks become.

These conveniences are such that the handling of immense cargoes is accomplished with ease and dispatch scarcely conceivable. The ships laden with tea are drawn up within a few feet of the great warehouses, alongside of which are the railroad switches. The San Francisco steamers also discharge their freight into these warehouses. Extensive additions have been made to these docks to accommodate the ever-increasing demand for room, and more extensions are in contemplation.

Trade with the Middle West. The trade with the Middle West and in the Far East is made up of tea and lumber and shingles. In lumber and shingles most promising trade relations have been established with the sections referred to, and the trade in these products is constantly increasing in volume. The excellence and durability of the cedar shingles manufactured in Tacoma and vicinity make them superior to any manufactured elsewhere, and large quantities are now being shipped East. The qualities of Puget Sound lumber has made it famous all over the world. Tacoma, being the terminal point of that great trans-continental artery of commerce, the Northern Pacific Railroad naturally enjoys the results of such special advantages. It does not require elaborate reasoning to convince any man that the same conditions which gave rise to such trade will increase its volume rapidly the longer the relations exist.

Tea Trade with the Orient. It was only a few months after the completion of the Northern Pacific Railroad Company's Cascade branch that the first tea-ship arrived in Tacoma from Yokohama. This shows how quickly Oriental and American merchants realized the advantages attending the shipping of tea to Tacoma. The great gain in time and reduction in expense were the considerations which have brought to Tacoma such an important branch of San Francisco trade. Is there need to expand on the significance of these purchases? Is there need to repeat the fact that trade brings trade? Tea and lumber will not always be the only articles of commerce between the Orient and Tacoma. This is only the beginning, and it does not require much imagination to picture, in the near future, a constant stream of vessels, both steam and sail, between Tacoma and the various commercial cities along the western Pacific coast. Tacoma has first secured these trade relations. Such relations are very tenacious.

SEATTLE.

A Town of Marvelous Growth.

"The Queen City of Puget Sound."

Seattle is the county-seat of King County, and is known far and near as the "Queen City of Puget Sound."

It has a present population of 90,000, against 3,500 in 1880. The city contains national and private banks, daily and weekly journals, mortgage, loan, and trust companies; twenty churches, public school buildings, two of which cost $30,000 and $42,000 each; a territorial university, two private colleges, and a girl's academy, besides numerous private schools, three hospitals, and an orphan's home. The wholesale and retail stores are too many to enumerate, some of the former doing a business annually of $500,000 to $1,000,000 each. The city is admirably supplied with pure water, both by numerous private companies on a small scale and by the mammoth works of the Spring Hill Water Company, located at Lake Washington. This company has completed a great reservoir on Central Hill, 325 feet above tide level. Connected with it in the city are hydrants, from which fire-extinguishing streams are thrown far above the highest buildings in the business part of the city. This city has a splendid system of gas works and electric lighting. Both arc and incandescent lights illuminate the streets. Two lines of street railway are in operation and steadily extending outward, and several other lines are projected. It contains more than forty benevolent societies and fraternal lodges, also four well drilled and equipped militia companies. During the past few years there have been added to its municipal improvements twenty-five miles of graded streets and sixty miles of sidewalk. Some of the recent steps in the progress of Seattle as a metropolis are here given. On October 1, 1887, the free postal delivery system went into effect in the city. A few weeks later Seattle was made the terminus and center of distribution for all the mails for the entire Puget Sound country. In consequence it has become the central headquarters and home port for destination and departure of the steamboat system of the Sound. Within its maritime jurisdiction are now plying more than one hundred and fifty steamers. On December 1, 1887, the United States District Land Office was removed to Seattle, making this city the principal seat of the public land business in western Washington.

The city of Seattle contains ten saw-mills, whose plants cost $4,000,000, which employ over a thousand men; and also has tributary to it, within a radius of thirty-five miles, the mammoth lumbering establishments of Port Blakely, Port Madison,

Port Discovery, Port Gamble, Port Ludlow, Utsalady and Seabeck, said to be the largest saw-mills in the world, some of them having a capacity of 350,000 feet per diem, and employing scores of sea-going ships. There are three or four brick yards and tile factories, four breweries, numerous bakeries, candy factories, a cracker factory, several sash, door and blind factories, shingle factory, soap works, furniture factory, soda works, bottling establishments, carpet-weavers, match factory, harness and saddlery, blank books and bindery, book-printing, several boiler works, foundries, iron and brass works, etc.; numerous boot and shoe shops and tailoring establishments, factories of shirts and underwear, cigars, millinery goods, chair stock, barrels, plaster decorations, etc.; four marble and stone-cutting works, patent medicines, dressmakers, hairwork, carriage-makers, wagon-shops, fish-packers, coffee and spice mill, cabinetmakers, boat-builders; and numerous dentists, jewelers, watchmakers, florists, nurserymen, fancy poultry breeders and stockmen, furriers, gun and locksmiths, hatters, meat packers, photographers, picture-framers and painters, metallic-roof works, scroll-saw works, shipyards, tin shops, taxidermists, chemists, undertakers, etc.

The export trade of Seattle and Puget Sound is very large and is rapidly increasing. As Seattle is the chief metropolis of the entire Puget Sound region, it is not far out of the way to credit the most of this business as her commerce, since it is largely contributory to her growth. Besides the ordinary shipments of coal, lumber, hops, oats, wheat, potatoes, furs, lime, canned and barreled salmon, the daily routine export trade to the neighboring British ports of Victoria and British Columbia forms an enormous item.

Advantages of Seattle. The special advantages of Seattle are too numerous to mention in full. A few may be specified, as: First—A splendid harbor, scarcely equaled in the world for the varied purposes and conveniences of commerce. Second—Its central position relative to the commerce of the world, as the great seaport on the Pacific Ocean of North America, and directly facing the teeming population of Asia and the great and rich islands of the South Seas. It is already the chief port of supply for the growing trade of Alaska—a great region, more extensive than the thirteen original states of the Union, with an ocean coast line of thousands of miles, that is beginning now to loom up as a great coming source of supply of the precious metals, as well as of furs, fish, whale oil, yellow cedar and ice. Third—It has an excellent and most productive soil for fruits, flowers and garden produce, of such a nature as not to be very dusty in summer nor muddy in winter. Fourth—Its exceptional healthfulness. The death-rate in Seattle is only seven in one thousand per annum, which is less than one-third that of the Northern cities of the Union. Fifth—Its mild, even, and delicious climate, free from all dangers from the clouds above, from vapors or miasma around, or the fires beneath. Sixth—Its surroundings on all sides, except the magnificent harbor front, by grand lakes and deep, navigable rivers, which have caused it to be officially designated as the location of a great naval station and construction yard. Seventh—The one-third mile canal now completed between Lakes Union and Washington in the suburbs of the city, furnishes a great water-power of incalculable value for manufacturing and motive power.

Seattle has two lines of local railroad completed and in operation, the Columbia & Puget Sound, with two branches, one twenty miles long, running to Newcastle, the other forty miles long, running to the Black Diamond and Franklin collieries; and the Puget Sound Shore Line, extending through a link of the Northern Pacific Railroad, and placing the city in connection with the Northern Pacific,

the Oregon Railway & Navigation Company, the Oregon Short Line, the Rio Grande system, the Union Pacific, the Oregon & California, the Southern Pacific, and the general railroad system of the United States.

The Canadian Pacific has been pushed through the Canadian Dominion by British capital, to a Pacific terminus, something over a hundred miles north of Seattle, and the Seattle & West Coast Railroad, which furnishes the connecting link, and makes Seattle the American terminus of this great system. This line, as regards the carrying trade, is as much an element in the transportation problem of the Northwest as any of the American roads.

Beauty of the City. The city presents a beautiful and striking appearance from whatever side it is approached. It rises from the water front to the crest of a hill in a gradual slope. The site is most beautiful. The city extends about four miles along the water front. The whole water front is lined with mills, manufacturing establishments of various kinds, commission and storage, and warehouses.

Steamers are constantly arriving and departing; regular lines run to Tacoma and Olympia, to Port Townsend and Victoria, to Whatcom and other points on Bellingham Bay, and to the Skagit River; there are regular steamers to Alaska San Francisco, San Diego, and other points in California. Ships from China, Japan, Australia, crowd its docks. In addition to the great and varied industries on the water front, there are business blocks, higher up, that would do credit to any Eastern city. The residence portion of Seattle is unsurpassed for beauty. There are hundreds of homes costing from three thousand to fifty thousand dollars, surrounded by charming grounds, and so located and constructed as to command magnificent views of the Sound, the Olympic and Cascade Ranges of mountains, always covered with snow, and the mighty peaks of Mounts Rainier and Baker. To the north of the city and close up to it lies the beautiful Lake Union, a body of fresh water covering a section or two of land, and of immense depth. The heights about this lake are being covered with pleasant homes, and in the near future it will be a most delightful resort. To the east of the city, four miles from the bay, but now hardly a mile from the city limits, lies Lake Washington, twenty-five miles in length by from two to four in width. It is clear, fresh, sparkling water, so deep that it cannot or has not yet been sounded. The lake is hemmed in by hills covered with giant forest trees. The water supply of Seattle is drawn from this lake. It is connected with Lake Union by a small stream, which is being enlarged into a ship canal, so that within a year or two the largest steamers and ships will go directly from the salt water of the Sound into the clear, fresh water of Lake Washington. It will make one of the finest ship-building points and dry-dock stations in the world, and will certainly be utilized for such purposes, either by the National Government or private enterprise. There is certainly not within the national domain such an eligible location for a great navy yard. Special attention is being paid to the establishment of manufacturing industries in Seattle, and almost every week some new enterprise is materialized. Henry Villard, in his visit to the city in 1878, designated it "The Queen City." Situated as it is, in the heart of western Washington, with railways running out in many directions, with a harbor equal to any in the world, the city well deserves the title. The city is the nucleus of territorial commerce; all the prosperity of the country is reflected in the general progress of the city. The history of the city is the history of the whole Northwest. It is the supply depot and shipping port for a quarter of a million people; it is the wholesale and retail market for a vast territory. Its commerce within the last two

years has assumed enormous proportions. It is the coal and lumber shipping depot for the whole Pacific coast. It is the heart of navigation of Puget Sound. Nearly two hundred steamers radiate from the wharves to different local points. (Population, 90,000; distance from San Francisco, 940 miles.)

OGDEN TO PORTLAND

VIA THE OREGON SHORT LINE AND THE OREGON RAILWAY AND NAVIGATION CO.

THE lines of the Oregon Short Line Railway and the Oregon Railway and Navigation Company, both rail and water routes, form an extensive line of complete communication between all points in the great northwest. The main line extends from Ogden in a northwesterly direction to Portland, with branch lines reaching to Butte and Helena, Montana, to the famed Yellowstone Park, to the rich mining regions of Idaho, Oregon, and Washington.

The scenery on this route is equal in many respects to that of the lines described in the preceding pages, and the beautiful country descending the Columbia River from Umatilla to Portland is replete with grand views of mountain, meadow, and valley.

Ogden, Utah. The southern terminus of this line is described elsewhere in this volume, and boarding one of the elegant trains of the Oregon Short Line at the Union station at Ogden we start on our journey to the northwest and reach, as the first station on our trip

Hot Springs, Utah. Very picturesque as to location, being surrounded by rugged mountains, which attain an altitude of more than a mile above the springs, which are situated four thousand two hundred and forty-six feet above the sea level.

Brigham, Utah, population 3,000, is a county-seat of Box Elder County; has a bank, opera-house, electric lights, telephone exchange, flour-mill, planing-mill, and knitting factory, marble and onyx works, creamery, schools, the largest of which cost twenty-seven thousand five hundred dollars, three churches. Principal industry, fruit-shipping; specialty, strawberries, cherries, peaches, and cantaloupes. The commercial center of Bear River Valley, irrigated by the Bear River Land, Orchard and Beet Sugar Company, which company operates one of the largest canals in the Uinted States, covering one hundred and fifty thousand acres of choice land. Finest duck-shooting grounds in the inter-mountain region, fifteen miles distant.

Dewey, Utah, population, 200, is the shipping-point for Bear River Valley, one of the finest farming sections in the state. Good duck-hunting, good grain, hay, and fruit section.

Colliston, Utah. Population, 100, a tributary population of 3,000 in surrounding country. Principal business carried on is farming and stock-raising. Bear River Water Company has fine canal running through country, and now is opening up a branch of canal on east side of river next the station; a power company is now surveying for an electric plant, to be established close to station.

Cache Junction, Utah. Population, 300. Good farming and cattle

A MIGHTY CLIMB. CRIPPLE CREEK SHORT LINE.

ST. PETER'S DOME. CRIPPLE CREEK SHORT LINE.

country. Is the junctional point with the branch to Preston. On the Preston branch we soon reach

Logan, Utah. Population, 6,000. County-seat of Cache County, one hundred miles north of Salt Lake City. Lighted by electric lights. Has complete water system owned by city, good public schools, and in addition has the State Agricultural College, Brigham Young College, and New Jersey (Presbyterian) Academy. Has two newspapers, opera-house, eight hundred capacity; two banks, beet-sugar factory, four flour-mills, four planing-mills, two knitting factories, one woolen mill, two breweries, one agricultural implement factory, one steam laundry, one grain elevator, two cold-storage houses, two creameries, one foundry.

Franklin, Idaho. Population, 850. Principal industries, agriculture and stock-raising, creamery, flour-mill, planing-mill, woolen mill, and brick-making. Excellent trout-fishing within two blocks of Oregon Short Line depot. Special rates at hotels to fishing parties.

Preston, Idaho, population, 1,500, is in Oneida County, and situated in the extreme southeastern portion of the state, it being the terminus of the Cache Valley, or Preston branch of the Oregon Short Line Railroad. It is in a very fertile and productive district. The principal industries are farming and stock-raising. There are about twenty thousand acres of land under irrigation in the vicinity, the going price of which, with water-rights, is fifty to sixty dollars per acre, the price of dry farm land being from ten to twelve dollars per acre. Wheat is the principal farm product.

Returning to the main line at Cache Junction, and resuming our northward journey, we pass Ransom, a small station, being the last one in Utah.

Oxford, Idaho. Population, 400. Industries, agriculture, stock-raising, and dairying.

McCammon, Idaho. Population, 300. Fine surrounding valleys, well settled. Farming community; cattle, horses, and sheep handled in large quantities; flour-mill, capacity one hundred and fifty barrels per day, takes care of all wheat raised in vicinity. Portneuf River, running through town, has numerous falls of from six to twenty-four feet, affording large water-power, which at present is unused and generally unclaimed. About ten thousand acres of farming land within ten miles of town, practically all under irrigation ditches, price with water-right ranges from forty to one hundred dollars per acre. Junctional point with the branch line to Granger, Wyo.

Pocatello, Idaho. Population, 5,000. Commands only gateway into central Idaho from east and south; is at intersection of the two main trunks of the Oregon Short Line system, one connecting Salt Lake and Butte and the other Portland and river points. It is the southern terminal for the St. Anthony branch, and for the newly constructed Salmon River Railroad piercing central Idaho. Has the largest railroad shops on the Oregon Short Line system, and work to rebuild plant at a cost of eight hundred and fifty thousand dollars has just begun; the present shop force is five hundred men, and will be increased to eight hundred men with the new plant. The present population and commercial importance has been secured in ten years. The city has well-graded streets and shade trees, splendid water system, mountain springs, electric light, and telephone systems, with connections with all inter-mountain points; has substantial brick and stone business blocks, handsome private residences, splendid public school system, all religious denominations represented with modern church edifices. Is the county-seat of Bannock County, and has under construction a twenty thousand dollar court-house, and

work is just beginning on the Academy of Idaho, which is to cost two hundred thousand dollars.

From Pocatello we will find it interesting to take a short side trip to the Yellowstone and Butte.

Blackfoot, Idaho. Population, 1,500. The first station north of Pocatello and connecting-point of the Salmon River Railroad branch road. It is the county-seat of Bingham County; also the seat of the United States Land Office of the largest district in the state, and also one of the state institutions—the Insane Asylum. Blackfoot is the shipping-point for all the mining camps in Custer County. The principal industries are farming, stock-raising, and placer-mining along Snake River. Fruit-raising is one of the coming industries. Large quantities of small fruits are shipped each season. Bingham County has more miles of canals and irrigation ditches than any county in the state. Thousands of acres of government land are subject to entry at the local land office, while valuable farms, well improved, can be bought from eight to twenty-five dollars per acre.

Idaho Falls, Idaho. Population, 1,700. Electric lights, waterworks, long-distance telephone, also city exchange, seven churches, public schools, creamery, planing-mill, five large flour mills; surrounding country exclusively engaged in stock-raising and agriculture. Finest farming country in the state, crop failures unknown. Soil adapted to lucerne, potatoes, and small grain. The country is developing rapidly. Thousands of acres of the richest farming land in the Snake River Valley under successful irrigation.

Market Lake, Idaho. Population, 150. Good schools, principal industries farming and stock-raising. Plenty of good free range west of town. Butte and Market Lake Canal runs close to the town, and covers about seventeen thousand acres of fine farming land.

Dubois, Idaho. Population, 200. Industries, stock-raising exclusively.

Spencer, Idaho. Population, 50. Sheep-raising is the chief industry, being the headquarters for live stock. The surrounding country affords a fine summer range.

Monida, Montana. Population, 50. Situated on the summit of the Rocky Mountains, 6,969 feet above level of the sea. Stock-raising is the principal industry in the immediate vicinity, but back in the country about thirty or forty miles grain is raised to some extent. In what is known as the Centennial Valley a vein of very rich gold ore has been located, which tends to increase the value of the country to a great extent. At this point we leave the railway for the stage tour of the Yellowstone Park.

The Yellowstone Park, Montana. Monida, a station on the Oregon Short Line Railroad, on the crest of the Rocky Mountains, seven thousand feet above the tide, is the starting-point for the stage ride, and is less than one day's coaching distance from the Yellowstone Park. The name "Monida" is a composite of the first syllables of "Montana" and "Idaho."

The lower Geyser Basin in the park is about the same elevation as Monida, so that the stage route passes through a level country, and all the way is lined with picturesque scenes, making the coaching trip one of the most delightful in the Rocky Mountains.

Rev. T. DeWitt Talmage, who, with his party, visited Salt Lake City and other portions of the west during the summer of 1898, says: "But the most delightful part of this American continent is the Yellowstone Park. My two visits there made upon me an impression that will last forever. Go in via the Monidda route, as we

did this summer, and save two hundred and fifty miles of railroading, your stage coach taking you through a day of scenery as captivating and sublime as Yellowstone Park itself."

The stage road from Monida to the park threads the foothills of the Rocky Mountains, skirting beautiful Centennial Valley, the Red Rock Lakes, and after passing through Alaska Basin, crosses the Divide to Henry Lake in Idaho, whence it recrosses the range into Montana via Targhe Pass, near the Western entrance to the park. Red Rock Lakes are one of the sources of the Missouri River, and in Henry Lake originates one of the branches of the Snake. From Henry Lake are distinctly visible the famous Teton Peaks. Near the western entrance to the park prettily situated on the south fork of the Madison River, is Grayling Inn (Dwelles), the night station for tourists going in and out of the park. After passing Grayling Inn the road enters the reservation, winding through Christmas Tree Park to Riverside Military station, following the beautiful Madison River and cañon to the Fountain Hotel in Lower Geyser Basin.

The Yellowstone National Park, Montana. Lies principally in the northwest corner of Wyoming, though portions of it creep over into Montana and Idaho. In 1872 its 3,344 square miles were withdrawn from the public domain by an Act of Congress, "and dedicated and set apart as a public park, or pleasure ground, for the benefit and enjoyment of the people." It is nature's great curiosity shop. Around it are ranges having peaks fourteen hundred feet high, and within it are a diversity of incomparable marvels of nature which neither pen nor tongue can fitly depict.

Here, amid the grandeur of Alpine scenery, tinted with colors of indescribable variety and beauty, are geysers spouting at precise intervals their scalding waters skyward; terrace-building fountains; pools of steaming clay; everlasting springs iced in earth's depths or boiling from her furnaces; and the Yellowstone Lake, a mile and a half above sea level; and romantic vales and shaded glens; and all else that prodigal creative genius could furnish to fill the land with wonders.

The Grand Canyon of the Yellowstone, Montana. A gash in the earth ten miles long and one thousand two hundred feet deep—its awful depths stirred by the music of the rushing river; its great falls roaring and whispering every sound described in the swinging old rhyme, "The Way the Waters Come Down at Ladore;" its painted walls, lurid with every tint from the palette of the Master; and all the blended colors of all the paint-pots ever mixed by mortal or immortal hands; its shadows, somber and gray; its sun-gilded pinnacles—who shall describe that?

What an awful, what a majestic, what an incomparable wonder it is? To see its cliffs of volcanic glass, its unsurpassed water effects, its mountains of petrifactions, its hills of brimstone, its perpetually snow-covered peaks, is to gaze upon a spectacle of grandeur such as the world elsewhere cannot produce.

The rivers and lakes of Yellowstone abound in trout, the United States Fish Commission having stocked many of the waters. Native trout only are found in the Yellowstone Lake and River, but the Fire Hole, Gibbon, and Nez Perces Rivers, and Indian, Willow, and Shoshone creeks are filled with eastern trout.

In Madison River native and eastern trout, whitefish and grayling abound.

Rainbow trout were once planted in the Gibbon River, but they sought the deeper waters of the Madison, from whence specimens weighing six pounds and over have been taken.

There are land-locked salmon twenty to thirty inches long in Shoshone Lake.

THE NATATORIUM, BOISE, IDAHO.

The rules of the park as to hunting and fishing are very strict, but as yet few regulations have been interposed to the use of the rod. Ladies enjoy trout fishing in Yellowstone Lake, where rowboats and guides are easily obtained.

Two companies of United States cavalry are stationed at Fort Yellowstone (Mammoth Hot Springs). During the summer detachments of these troops are placed at different localities in the reservation. Their duties are to patrol the park, prevent the spreading of forest fires and the commission of acts of vandalism. The troops have authority to arrest for any violation of park regulations. Hunting is especially prohibited, and all guns are officially sealed at the entrance to the park.

The commanding officer at Fort Yellowstone is acting superintendent of the reservation.

All rules and regulations emanate from the department of the interior, and printed copies of the same will be found at every hotel.

Returning to Monida after our tour of the park we resume our northward journey.

Lima, Montana. Population, 500. Source of revenue are railroad employment, the machine shops, round-house, and fine gravel pit. Horses, cattle, sheep, wool, hay, and grain; twenty-five thousand acres of land under irrigation are tributary. Valuable deposits of gypsum, white and red sand-stone, as well as good supply of timber, can be found in mountains nearby, while copper deposits are plentiful in Sheep Creek, twelve miles distant; good water supply.

Red Rock, Montana. Population, 50. Red Rock is the center of extensive stock interest, very considerable shipments of cattle, horses, and sheep being made. It is the nearest railroad and shipping point for Lemhi County, Idaho, and extensive gold and copper-mining districts around Salmon City and Blackbird, Idaho. The recent developments in this section of country are bringing it greatly into prominence. Stage leaves daily for all these points.

Dillon, Montana. Population, 2,500. It is one of those marvels of the aggressive west, and is to-day one of the solid, substantial towns of the great northwest. It is the county-seat of Beaverhead County, and is most beautifully laid out in one of the prettiest mountain valleys. It is the metropolis of a region two thousand square miles in extent, and is the distributing-point for the richest and most productive country in the state of Montana, half of which is mountainous, highly mineralized, and also utilized for grazing lands for vast herds of cattle, horses, and sheep. The other half is farming land, very fertile. No other section is so favored for the settler or the capitalist. All the comforts of life are to be had in Dillon. The public school facilities are unexcelled.

Melrose, Montana. Population, 200. Located about midway between Dillon and Butte in the Big Hole Valley, twelve miles from the mining town of Rochester, with a population of five hundred, and a good market for all kinds of produce. Industries, mining, farming, and stock-raising; principal crops grown, potatoes, hay, and oats.

Divide, Montana. Population, 50. Located on the bank of the Big Hole River, about twenty-seven miles south of Butte. Principal industries, agricultural and stock-raising. In this valley there are about three thousand acres of land under water. Divide is the distributing-point for the Big Hole Basin, which lies some twenty miles to the west. The Basin is about fifty miles square, mostly under water. Industries in this Basin, livestock only, all fine hay land. Hunting and fishing all through this vicinity; grayling, trout, and whitefish; deer, bear, elk, moose, and small game.

Silver Bow, Montana. Population, 120. The terminus of this branch of the Oregon Short Line. From this point to Butte the trains run over the tracks of the Northern Pacific Company.

Butte, Montana. Population, 30,470. Gas and electric light; commercial center of Montana; greatest mining camp in America. Junction point of Oregon Short Line and Great Northern Railways, on main line Northern Pacific. City growing rapidly, immense amount building in operation; electric cars to all parts of the city; largest dancing-hall in northwest at Columbia gardens; fishing and hunting on the Big Hole River is delight of good sportsmen. The Thornton Hotel is now open for visitors; each room is connected with office by telephone; hot and cold water, and private bath is in each room. Besides the Thornton, there are several other fine hotels; all American and European plan.

Having visited the famous copper mines of Butte, the City of Helena, and other points of interest in this vicinity, we return to Pocatello and resume our journey toward Portland.

American Falls, Idaho. Population, 75. Principal industries, agricultural, in small grains and fruit; stock-raising is the largest industry. Placer-mining in Snake River. Available land now under water, which is all taken up, about three thousand acres. There is under construction now an irrigation canal of sixty-four miles in length; water taken from Snake River at Blackfoot, Idaho, and will extend thirteen miles below this town. This canal will irrigate about four hundred thousand acres of good soil, available to raise any grain or fruit subject to this country. A power-plant is also located here and run by water-power, and generates three thousand horse-power, and light and power is furnished for all surrounding towns.

Minidoka, Idaho. Population, 1,200. Daily stage for Albion and Oakley, which are the trading-points for the best and one of the wealthiest farm and fruit-growing spots of the west. Albion supports the state normal school, which has only the best faculty and educational facilities. Snake River is the scene of much placer and dredge mining, and within a radius of ten miles from Minidoka there are hundreds of thousands of dollars washed from the sands of this river yearly.

Kimama, Idaho. Population, 25. Situated upon the great rocky desert of Idaho. Kimama is forty miles north of Oakley, Idaho; sixty miles northeast of Rock Creek, Idaho. No farming nearer than the two above-named places. Thousands of sheep and horses are herded in this vicinity.

Shoshone, Idaho. Population, 500. Is the county-seat of Lincoln County, situated in the center of the great lava desert. Shoshone and vicinity are well watered by the two mountain streams, Big and Little Wood River, is transformed into a veritable oasis in the midst of the desert. These streams furnish water for the many fertile farms and orchards, for which this part of Idaho is becoming famous. Wool-growing is the principal industry. Placer mining is also extensively carried on along the shores of Snake River. The great attraction for sight-seers is the Shoshone Falls, situated about twenty-five miles southeast of Shoshone on Snake River; a daily stage connects them with main line at that place. Shoshone is the junction-point with the Wood River branch to Bellevue, Hailey, and Ketchum.

Bellevue, Idaho. Population, 800. Bellevue is the supply-point for the agricultural sections of Silver Creek, Spring Creek, Little Wood River, and Muldoon, from ten to twenty-two miles distant. The great summer range for the vast cattle

and sheep herds supports a large agricultural section. Wheat, oats, and hay, also the best fruits of all kinds, are raised here. Wood River, Silver Creek, and Little Wood River furnish ample water for irrigating-ditches. Silver and lead mining is a great industry for this section. The Minnie Moore mine that has produced over seven million dollars in dividends, is being worked by Chicago capitalists, and is only one mile from Bellevue.

Hailey, Idaho. Population, 1,460. Is the county-seat of Blain County, situated on Big Wood River, surrounded by rich mining country. Has electric lights, long-distance telephone, also city exchange. Hot springs one mile west of town, surrounded by beautiful mountains, where bathing can be had. First-class hotel, all modern conveniences. Good schools, churches, etc. Fish and game in abundance.

Ketchum, Idaho. Population, 300. At the northern extremity of the Wood River branch; is an excellent summer resort. The chief industries are mining and stock-raising. About one thousand acres of land are under irrigation, and a large acreage is available. Three miles west of Ketchum are the Guyer Hot Sulphur Springs, where there is located a roomy hotel, with beautiful grounds, surrounded by numerous cottages, and good fishing and hunting. Facilities are provided for steam, tub, and plunge baths, and accommodations for one hundred people.

Bliss, Idaho. Again on the main line. Population, 500. Nearest station to Hagerman, reached by stage. Principal industry, farming and stock-raising; good fishing in vicinity.

Glenn's Ferry, Idaho. Population, about 500. Stock-raising is about the only business of any note, although there is some ranching.

Mountain Home, Idaho. Population, 1,000. County-seat of Elmore County. Stock-raising principal industry. Mining and farming carried on quite extensively. About five thousand acres of land under water.

Nampa, Idaho. Population, 1,500. Industries, fine agricultural and fruit, and exceptional stock-raising facilities. Iron foundry, canning, and evaporating establishments; creamery. One hundred and fifty thousand acres fine land now under water; forty thousand acres under cultivation, balance will be irrigated upon completion of present irrigation plants. Junctional point with branch line to Boise.

Meridian, Idaho. Population, 300. Midway between Nampa and Boise. Two churches, fine creamery, school-house, accommodating the largest school in Ada County, outside of Boise, and four general stores. The town is comparatively new, but is being pushed ahead by thickly settled farming settlement surrounding it. The principal industries are fruit-growing, hay, and stock-raising. Land is valued at fifteen to forty dollars per acre. Plenty of water for present necessities and for considerable more land than is under cultivation, with good prospects for much more available in the near future.

Boise City, Idaho. Population, 5,957. Is the capital of Idaho. The city has electric lights, waterworks, and paved streets; many of the buildings are heated by natural hot water. The natatorium is one of the very finest bathing-resorts in the inter-mountain country. The principal industries carried on in the vicinity are mining, fruit-growing, agriculture, cattle and sheep raising; a vast wool production centers in the city. There are two national and two state banks in Boise. There is one hundred thousand acres of available land in the Boise Valley not yet under cultivation, but under water; land for agricultural purposes ranges in price in the raw state from ten to fifteen dollars per acre; nearer the city land is

DEWEY PALACE HOTEL, NAMPA, IDAHO.

valued at from twenty-five to forty dollars per acre. All this land is adapted to fruit-growing, but that nearer the city has a special value for that purpose.

Caldwell, Idaho. Population, 1,500. Stock-raising and agricultural. Available land under water, five thousand acres. Four newspapers and two banks.

Payette, Idaho. Population, 1,200. In the Payette and Snake River Valleys, surrounded by very fertile lands, irrigated by waters from these streams, contiguous to unlimited open range and possessing a very mild climate, this is an ideal agricultural and stock-raising district. Fruit-growing is the largest and most profitable industry; the principal fruits grown are prunes, apples, and pears; canteloupes produced here have made a wide and favorable reputation, large quantities of them are grown and shipped. Stock-raising is next in importance, many sheep and cattle being owned, ranged, and fed in this vicinity. A sawmill on the banks of the Payette River manufactures lumber from logs of fir and yellow pine, which are cut from large forests at the headwaters and floated down this stream.

Weiser, Idaho. Population, 1,670. Two banks, wholesale and retail mercantile houses and other business houses up to the standard. The town is substantially built of brick, with modern residences, handsome lawns and shade trees. The school facilities are of the best. Weiser College and Academy, and Idaho Industrial Institute. Weiser is the commercial and banking center for a rich country extending one hundred and fifty miles north. It is adjacent to extensive ranges, and is immediately surrounded by the finest agricultural and fruit land in the west. It is the gateway to the Seven Devils copper mines, and includes in its resources the mining of all precious metals, timbering, stock-raising, husbandry, and fruit-growing. Ships two million pounds of wool each year, with corresponding output of mutton and other livestock. It has the largest fruit evaporator and flour mill in the state.

Huntington, Oregon. Population, 850. Junction of Oregon Railroad & Navigation Company and Oregon Short Line systems. Three churches, fine school building, several general merchandise stores, livery barns and storage warehouses. Principal industries are stock-raising, mining, and fruit-growing; also manufacturing lime and plaster of first quality, in large quantities. Is also point of supply for large interior country, embracing Harney and Malheur Counties. The Oregon Lime & Marble Company, three and a half miles west of town, mnaufacture and ship large quantities of lime, plaster, and gypsum. The Eastern Oregon Land & Irrigation Company, capitalized at five hundred thousand dollars, has its headquarters here. The Pomeroy Dredger Mining plant is operated on a large scale at Weatherby on Burnt River, a few miles west.

OREGON RAILWAY AND NAVIGATION COMPANY.

Leaving Huntington, we are on the lines of the Oregon Railway & Navigation Company, and the first station we pass is

Durkee, Oregon. Population, 200. Paying mines with stamp mills running, and many small mines and promising prospects; two large irrigation ditches, watering ten thousand acres of rich farming lands. A favorite winter feeding-place for stockmen, many of whom drive their flocks and herds long distances to winter here.

Pleasant Valley, Oregon. Population, 150. Chief industries, mining, lumbering, and stock-raising.

Baker City, Oregon. Population, 6,663. County-seat of Baker County.

Baker City is the center and metropolis of the Eastern Oregon gold fields, including fourteen thousand square miles of gold-ribbed mountains and gold-strewn gulches and creek beds. It is situated three hundred and fifty-five miles southeast of Portland, at an altitude of three thousand four hundred and forty feet above the level of the sea. Its climate is unsurpassable in all healthful and invigorating qualities The whole region is rich in agricultural and horticultural possibilities on the surface and mineral resources underneath. There are over five hundred tributary mines in operation, or in process of development, several of them producing from five hundred to one thousand five hundred dollars a day each. The Bonanza mine, which could not be sold for one thousand dollars a few years ago, turned out one hundred and two thousand dollars in gold bricks in the single month of March, 1901. Baker City has ore-sampling works and a custom mill, a one hundred and fifty thousand dollar gravity water system, gas and electric light systems; six saw and plaining mills, with a daily capacity of one hundred and seventy-five thousand feet of lumber, or fifty-five million feet a year, one company alone employing over three hundred hands; two breweries costing seventy-five thousand dollars; two foundries and machine shops; a telephone system with five hundred subscribers; street railways; a chamber of commerce, churches of all denominations; a Masonic temple, and halls of all the other fraternal orders; a thirty-five thousand dollar opera house; three daily newspapers; free postal delivery, and the third post-office in the state in volume of business; a superb natatorium, and a sixty thousand dollar hospital. The public schools of the city won the gold medal at the Omaha Exposition and the Sisters of St. Francis have an academy with buildings that have cost fifty thousand dollars. The two banks of the city carry one million five hundred thousand of deposits. More than fifty handsome business blocks, and scores of residences have recently gone up, and there are fifteen hotels. Baker City is the junction-point with the Sumpter Valley Railway, leading to Lockhart, McEwen, and Sumpter, thirty-one miles distant.

Union, Oregon. County-seat of Union County. Population of town about 2,000, of county, 17,000. Has woolen mills, flouring mills, sawmills, planing-mills, [illegible] factory, largest fruit evaporator in Eastern Oregon, creamery, state experiment station, electric lights, gravity water works, two schools, two-story brick courthouse, and county jail, city hall, six churches, national bank, telephones, suburban railroad, two daily stage lines, two newspapers, hot mineral springs, undeveloped water powers, projected railroad to timber and mines adjacent, in the midst of fertile fruit, sugar-beet and agricultural lands, in the best watered section of Eastern Oregon. Nearly all lines of ordinary business represented.

Hot Lake, Oregon. Union County, 313 miles east of Portland, on the main line of the Oregon Railroad & Navigation Company. What the famous Hot Springs of Arkansas are to that state and the East, Hot Lake is to Oregon and the West. For untold ages the springs have poured forth their volcanic-heated water, and the locality has always been known as the "Big Medicine" camp of the Indian. The flow of the springs is about 2,500,000 gallons a day, or over 100,000 gallons an hour. The temperature of the water, where it spouts out of the earth, is 198 degrees, and that of the lake, which has an area of eighty acres, and which discharges through a creek into Grande Ronde River, from 70 to 80 degrees throughout the entire winter.

The water, pleasing to the taste, has cured and restored to health innumerable invalids, who had tried in vain much-advertised and noted resorts. A sanatorium, costing $150,000, provides luxurious accommodations for invalids and tourists.

La Grande, Oregon. Population, 2,991; township, 6,000; county, 15,000. Heart of the celebrated Grande Ronde Valley. Eight churches, four schools two banks, three newspapers. La Grande's beet-sugar factory last year produced 1,800,000 pounds of fine sugar, and it has a flourishing creamery. The region is rich in all agricultural and horticultural resources, and has room for thousands of industrious farmers, beet-growers and stock-raisers. La Grande is the junction-point for Elgin.

Elgin, Oregon. Township population, 2,400. Four churches, two schools, two hotels, one newspaper, one flouring mill, with a capacity of seventy barrels a day; several sawmills, one planing mill, a fine brown stone quarry. Soil fertile, producing heavy crops of grain, grass, vegetables, and fruits. Good pasturage. Abundance of timber, pure, soft water, climate mild and healthful. Elgin is the main shipping-point for Wallowa County, with its 6,000 population. It offers many advantages to homeseekers.

Perry, Oregon. Population, 350. A school, a lumbering plant, country rugged and heavily timbered.

Hilgard, Oregon. An important lumbering point, three adjacent saw mills having an aggregate capacity of 64,000 feet a day, the product going to all parts of Idaho, Utah, Colorado, and Wyoming.

Kamela, Oregon. Population, 220. Railroad round-house. Wood and timber-handling point.

Meacham, Oregon. Population, 300. Much lumber and cordwood shipped. Scenery superb, climate cool and delightful, fine hunting and fishing, lovely camping grounds. Here is the famous Log Cabin Eating House, favorably known by traveling people all over the country.

Bingham Springs, Oregon. In the very heart of the pretty Blue Mountains, and reached after a most enjoyable six-mile drive over a tree-shaded road from Bingham Station, 252 miles east of Portland, on the main line of the Oregon Railroad & Navigation Company, are Bingham Springs, having an elevation of 2,200 feet, and surrounded by peaks from 3,500 to 7,000 feet high.

Bursting, at varying heights, from the face of an almost perpendicular precipice of rock, the springs—several in number—have an aggregate flow of about 120,000 gallons a day, discharging into the Umatilla River. All of the springs contain sulphur, and have a uniform temperature of about 100 degrees, but vary greatly in composition, several being as highly charged with gas as champagne, and one is sharply acid. The waters have proven beneficial in many forms of nervous disorders, stomach and liver trouble, and the milder types of gout, rheumatism, and kidney disease.

The accommodations are good, and there is a resident physician in attendance. Good saddle horses are always to be had, and the roads lead to some most inviting mountain places, where trout and salmon fishing is splendid, and game easily found.

Pendleton, Oregon. County seat of Umatilla County, which, with scarcely 15,000 population, produces 1 per cent of all the wheat raised in the United States. Its crop in 1900 was 5,000,000 bushels, worth, at that time, $3,750,000 in gold, or $250.00 for every man, woman, and child in its borders. The assessed valuation of the county is $7,355,662—nearly $500.00 for every inhabitant, old and young. It is in the very heart of the famous wheat belt, where from 40 to 60 bushels to the acre is not an uncommon yield, and 80 bushels to the acre have been produced. Pendleton is 231 miles east of Portland. It has 6,000 population, an increase of 1,094 since the census of 1900. It has broad, well paved streets, a splendid

POWER PLANT AMERICAN FALLS POWER, LIGHT & WATER CO., AMERICAN FALLS IDAHO.

electric light system, water works that cost $75,000, two flouring mills with a daily capacity of 1,500 barrels, and wool scouring mills with a capacity of 50,000 pounds a day. The town handles from 3,000,000 to 6,000,000 pounds of wool a year, and one of its woolen mills manufactures the famous "Pendleton Indian Robe" which is almost fire and water proof. It has churches of all denominations, three public schools and two academies, a live daily newspaper, a weekly and semi-weekly, and a monthly devoted to live stock interests, and many handsome public and private buildings. Three dairies and creameries cannot supply the demand for their products. The two banks carry deposits running from $1,200,000 to $1, 500,000. Pendleton is the junction-point with the line leading north to Grange City, where it makes another connection with the line from Umatilla to Spokane. On this branch line we pass Saxe, Havana, Eastland, Adams, and

Athena, Oregon. Population of township, 1,250. An important wheat shipping-point. Surrounding country rich in agricultural capabilities. Fine trout fishing in all the streams. Climate delightful. Then come, in the order named, Weston, Downing, Blue Mountain, Bates, Melton, Spofford, and then we reach

Walla Walla, Washington. County seat of Walla Walla County, one of the garden spots of the Pacific Northwest. The town is situated 218 miles east of Portland and 204 miles southeast of Spokane. It has a population of 10,048, thirteen churches, four public schools, six collegiate institutions, including two Catholic, one Episcopalian, one Adventist, one business college and Whitman college, two extensive manufactories of threshing machines and agricultural implements, and ice, broom, saddle-tree, and sash and door factories, a distillery, two breweries, four newspapers and three banks, carrying deposits running from $2,500,000 to $3,500,000. Walla Walla has a five-troop United States cavalry post, and the Washington State penitentiary is located here. It has three hotels and numerous restaurants and lodging houses. It is also an important railway center, the O. R. & N. Co.'s branches to Wallula, Dixie, and Dudley having their termini here. Continuing northward, we pass in quick succession Valley Grove, Hadley, and Prescott, then comes

Bolles, Washington. In the rich Walla Walla Valley. Population, 50. Grain shipping-point. Lands productive and high priced. The junction with the branch to

Waitsburg, Washington. Population, 1,000. Four churches, a public school and a denominational academy, planing mill and chop mill, a combined harvester manufactory, a bank, a flouring mill with a capacity of 350 barrels a day. Surrounding region rich in soil. And to

Dayton, Washington. Population, 3,000. Eleven churches, four schools, a brewery and malt house, two flouring mills. Surrounded by rich grain-growing lands, where there never was a crop failure. Good timber, convenient and fine trout streams. Again we take the main line and continue our northward journey. Menoken and Alto are passed, and we arrive at

Starbuck, Washington. Population, 371. About 6,000 acres of rich wheat lands tributary. Some government lands yet open, chiefly suited for grazing. The junction points with the branch for Delaney, Chard, Zumwalt, and

Pomeroy, Washington. Township population, 1,200. Six churches, a grammar school of eight grades, and a high school, one bank, two newspapers, a flouring mill, a feed mill, and a planing mill. In the heart of one of the richest grain, fruit, and vegetable growing regions on the Pacific Coast. Land from $5.00 to $25.00 an acre. Two hotels at $1.00 a day and up. The next station is

Grange City, which will be described in place on the line to Spokane, and we retrace our steps to Pendleton, take up again the main line, and after passing Barnhart, Yorkum, and Nolin, we reach

Echo, Oregon. Population, tributary, 800. Good school, two churches, flouring mill with a capacity of 150 barrels a day. Three irrigation ditches leave the Umatilla River near Echo, and water a large body of rich lands. All kinds of grain, grasses, and vegetables flourish. Good opportunities for homeseekers.

Umatilla, Oregon. Population, 250. Junction of Spokane and Huntington lines of the Oregon Railroad & Navigation Company. District school, Umatilla and Stokes irrigation ditch, seven miles long; soil, under irrigation, good for grass and fruit, especially melons.

Here we decide to make a side trip, in a northeasterly direction, to Spokane and its interesting environments. Following the banks of the beautiful Columbia, we pass Cold Springs and Juniper and arrive at

Wallula, Washington. A town of 500 inhabitants, and principally important as a railway junction-point, for here converge the several branches of the O. R. & N. Co. and the Washington & Columbia River railroad.

Leaving Wallula, we are taken along the banks of the beautiful Snake River, and pass rapidly the small stations of Humorist, Snake River, Page, Simmons, Walkers, Scott, Moore, and Ayer, and reach Grange City, where the line from Pendleton has its connection. Crossing the Snake River we are landed at Riparia, where we may leave the train and take the O. R. & N. Co.'s steamers, "Spokane" or "Lewiston," for the trip up the Snake River to

Lewiston, Idaho. Population, 3,000. County seat of Nez Perce County, beautifully situated at the junction of the Snake and Clearwater Rivers, and surrounded by one of the richest farming, fruit-growing, stock-raising and mining regions in the Pacific Northwest. The town has fine waterworks, electric light and sewerage systems; five churches, the State Normal School, private academies for boys and girls, and good public schools; three banks, a number of the largest mercantile houses in the state, two flouring mills, two sawmills, a foundry, and a sash and door factory. The United States land office is here, and a splendid steel bridge unites Lewiston with Clarkston, on the opposite side of Snake River, thus virtually combining the names of the two famous explorers in a dual city. The Clarkston Irrigation Company has invested $1,000,000 in canals, ditches, and other improvements. The city is the supply and distribution point for all the great mining regions about Buffalo Hump, Elk City, and Florence, and has daily lines of stages to all important camps. Returning to Riparia we again resume the rail journey.

La Crosse, Washington. Population, nominal; is the junction with the branch to Pampa, Hooper, Washtucna, Kahlotus, Sulpher, and Connell.

Colfax, Washington. Population, 3,500. County seat of Whitman County, which has produced $4,500,000 worth of wheat in a single year's crop, or $180.00 for every man, woman, and child in its borders, besides hundreds of thousands more in other grains, fruit, vegetables, live stock, wool, and dairy stuff. The soil is unsurpassed on earth in fertility. Near Colfax has been raised 83 bushels of wheat to the acre, and five miles north of the town there have been harvested 706 bushels from ten acres. Crops of 90 bushels of barley and 125 bushels of oats to the acre are not uncommon. Three public schools and one private school, a college, eight churches, a hospital, two newspapers, three banks, two of them national, that have

for several years past paid annual profits of 35 per cent.; a sawmill, a flouring mill, iron works, roller feed-mill factory, elevators, warehouses, and all ordinary business houses, electric lights, waterworks and grain elevator factory. An important grain and fruit shipping-point. Whole region fertile, growing and prosperous, and new settlers coming in every day.

Pullman, Washington. Population of township, 2,000. Seat of State Agricultural College and Experimental Station, good public schools, two banks, two newspapers, churches of various denominations. Surrounding country rich in soil, and yielding heavy crops of wheat, oats and barley, vegetables and fruits.

Moscow, Idaho. County seat of Latah County. Population, 5,000. Seat of State University of Idaho. Has waterworks, electric light, telephone, and sewerage systems; a high school and three public schools, nine churches, three banks, four newspapers, eight grain warehouses, one flouring mill, two feed mills, three sawmills, one brick factory. Placer and quartz mines near. Surrounding region rich in soil, producing all varieties of grains, grasses, fruits.

Oakesdale, Washington. Population immediately tributary, 6,000. Six churches, fine public school with handsome brick building of eight rooms, a flouring mill with capacity of 100 barrels a day, one newspaper, machine shops, and lumber yard. Country rich in resources for farming, fruit-growing and stock-raising.

Garfield, Washington. Population, 1,000. Four churches, a school with eight departments, a bank, a live weekly paper. Supply point for the Cœur d'Alene mines that lie east of it. Surrounded by one of the richest agricultural regions in the country.

Tekoa, Washington. Junction of Oregon Railroad & Navigation Co. Spokane line and Cœur d'Alene branch. Three churches, two schools, an opera house, and lodges of all the fraternal orders, a flouring mill, creamery, fruit drier, sash and door and box factories under construction. Rich agricultural region and mineral belt near. On the Cœur d'Alene branch are

Harrison, Idaho. Population, 1,100. Five churches, a good school, one newspaper, six sawmills, shipping 300 carloads of lumber a month; several promising mines being developed. The town is situated on Cœur d'Alene Lake at the mouth of St. Joseph River, in a picturesque region with a delightful climate, and is becoming a popular summer resort. Soil of the St. Joe Valley wonderfully productive.

Wardner, Idaho. Population of township, 3,200. Three mines in operation, and promising prospects in every direction; three concentrators, four churches, two schools, one newspaper, one bank, one hospital, and business houses in all usual lines, and a free reading-room. Many excellent opportunities for mining men, either as prospectors or investors. Fine fishing and hunting, deer, bear, grouse, and trout. Delightful summer climate.

Wallace, Idaho. Population, 2,500. In the heart of the famous Cœur d'Alene mining region, which, since its discovery in 1884, has produced nearly $80,000,000 in gold, silver and lead, and which shipped 34,851 tons of ore during the single month of October, 1900. Ten mines in operation, extensive sampling works, four churches, two banks, three newspapers, two hospitals, a high school, a foundry, two breweries, a planing mill, wholesale grocery and hardware houses. From Wallace extend branches to the mining regions of Burke and Mullan. On the main stem again, we encounter

Latah, Washington. Population of township, 1,200. Three churches,

SHOSHONE FALLS, NEAR SHOSHONE, IDAHO.

one school, a bank and a weekly paper. Situated in a great grain and cattle-raising region, where dairying is profitable.

Fairfield, Washington. Population of township, 769. Five large grain warehouses, planing mill, two churches, a good school. Surrounding region as rich as a garden, yielding unfailing crops of grain, sugar-beets and all ordinary fruits and vegetables. Pure, soft water found everywhere at a depth of 15 to 25 feet. From Fairfield a short branch extends to

Waverly, Washington. Population, 600. A beet-sugar factory that used 6,000 tons of beets last year, three stores, two churches, a good public school and two large warehouses.

Rockford, Washington. Population of township, 2,000. A flouring mill, with capacity of 300 barrels a day, three sawmills, a brick and tile plant, five general merchandise stores, one bank, a weekly newspaper, three churches, good public schools. Fine timber land to the north, and rich prairie south. Abundance of pure, soft water, and good chances for homeseekers.

Spokane, Washington. The falls of the Spokane River, in the heart of the city, have 374,000 possible horse-power, or more than four times as much as St. Anthony's Falls at Minneapolis. The minimum is 32,000 horse-power, of which only about 7,000 is utilized. The population in 1880 was 300; in 1890 it was 19,222, an increase of 6,200 per cent in ten years. It is now 37,047, an increase of 245 per cent since the census of 1890. In 1880 the total assessed valuation was $1,800, in 1900 it was $19,636,621, an increase of 1,090,900 per cent. Nine railroads center in the city, four trans-continental and five local, and twenty-two passenger trains arrive and depart daily. The city owns its waterworks systems, which cost $1,000,000, and pays a yearly cash revenue of $115,000. It has seventy-five miles of graded streets, thirty-five miles of electric railway, excellent electric light, gas, and sewerage systems; two daily and eight weekly newspapers, besides a number of monthlies, and five banks, with a capitalization of $1,500,000 and deposits amounting to $5,550,000. Its bank clearings have increased 300 per cent in five years, aggregating now $65,000,000 a year. It has sixty-one churches, eighteen public schools, including a high school, with buildings and property valued at $700,000; three business colleges and a number of private and denominational institutions, while but a short distance away are the State Normal School at Cheney, and the State Agricultural College and Experimental Station at Pullman. New buildings, costing $1,500,000, are now in process of construction, and ten and one-half miles of new pavements were laid last year. The city has four flouring mills, with a capacity of 3,000 barrels a day, and has, in a single season, shipped 537,000 barrels of flour to China and Japan. It has over 200 manufacturing establishments, including flour, lumber, shingle, and planing mills; foundries, iron works, machine and car shops; furniture and sash and door factories, breweries, bakeries, tanneries, woolen mills, and a beet-sugar factory near at hand; cigar, cracker, pickle, soap, broom, and tent and awning factories; potteries, tile and terra-cotta works, brickyards, and stone and marble works; soda, mineral-water, vinegar, cider, and bottling works. Fort Wright, in the edge of the city, is one of the most beautifully situated army posts in the United States. There are six large modern hotels. Spokane is the debarking points for the famous Kootenai mining region of British Columbia.

Returning, without delay, to Umatilla, we again resume the journey toward Portland. From Umatilla to Portland the line of the railway clings closely to the banks of the beautiful Columbia River.

MIGHTY COLUMBIA.

Peerless in Beauty.

Historic in interest and peerless in the picturesque beauty of its surroundings, the mighty Columbia River, with a flow at times of over 1,600,000 cubic feet of water every second—greater than the Mississippi or St. Lawrence ever attains—fed by the everlasting snow fields and glaciers, gracefully winds its way through the Pacific Northwest, growing in size until, at a point fifteen miles above its mouth, it reaches the remarkable width of seventeen miles.

For two hundred miles or more it forms the boundary line between Oregon and Washington, and for the greater part of this distance the scenery is unsurpassable. He who travels along or sails upon this matchless river for the first time is overwhelmed. From the Pacific Ocean to Portland, one hundred and ten miles, the Columbia and Willamette are navigable to the large ocean-going vessels, while from Portland to the Dalles, nearly one hundred miles, lines of steamers ply, passing through the Cascade Locks, where the United States government has recently expended over $3,000,000 in order to overcome the rapids at that point.

There is much of interest in the story of the discovery of the Columbia river, and in the history of its exploration during the half-century or more following. To Captain Robert Gray, in the American ship, Columbia, of Boston, belongs the honor of first sailing the river which bears the name of his vessel. The Columbia and its sister ship, the Washington, were sent out from Boston in 1787, on a fur-trading expedition to the North Pacific Coast. In May, 1792, when opposite the point now known as Fort Stevens, noticing that an immense body of water poured from the land into the ocean, Captain Gray determined to investigate, resulting in the discovery of the great stream. Captain Cook, on his exploring expedition of 1778, failed to notice the entrance, and the ships of Vancouver, which had passed up the coast a few weeks previously, learned first of the great river from Captain Gray, whose vessel they fell in with at sea. Soon afterwards explorers sailed up the river for a considerable distance, and penetrated far into the interior.

Heppner Junction, Oregon. Population, 50, 152 miles east of Portland. Junction of Heppner branch with main line of Oregon Railroad & Navigation Company. Shipping-point for live stock, wool, and grain. Seven miles of irrigation ditches in vicinity. Soil fertile in grass, grain, and fruit. Good winter grazing.

Heppner, Oregon. Population, 1,146. County seat of Morrow County. Both town and county are new, both growing daily. It has five churches, a public school employing eight teachers, two live newspapers, splendid waterworks and electric light system, a national bank carrying $500,000 of deposits, four wholesale and retail general merchandise houses, a planing mill, two large grain and wool warehouses, a cold-storage plant. It has a flouring mill that runs day and night, and turns out seventy barrels of high-grade flour a day. The Heppner Mining Company is developing the Mayflower group of mines in the Susanville district, with fine gold prospects. The surrounding country, though as yet thinly settled, is rich in all agricultural and pastoral resources. With a total population of but 4,151, the county last year produced 1,000,000 bushels of wheat, worth $450,000. Heppner handles 3,000,000 pounds of wool a year, and is the trading-point for large sections of Morrow, Grant, Crook, Wheeler, Gilliam, and Malheur counties. Again on the main line, we come to

Arlington, Oregon. Population, 488. Two churches, one graded school,

one national bank, one weekly newspaper, two hotels, an extensive cold-storage plant. Ships much wheat, wool and live stock. Rich soil.

Biggs, Oregon. Junction of Columbia Southern Railway with Oregon Railroad & Navigation Company. Important grain shipping-point. Sherman County, in which it is situated, with but 900 voters, produced 3,000,000 bushels of wheat in 1900, worth, at fifty cents a bushel, $1,500,000.

At **Dalles** we enter the beautiful scenery of the lower Columbia.

Mosier, Oregon. Population, 300. Surrounded by rich farming region; soil adapted to every variety of grain, grass, fruit, and vegetable. Fine fishing in neighboring streams.

Hood River, Oregon. Population, 700. Three churches, one school. Center of one of the greatest fruit-growing regions in the world. Hood River took sixteen medals on fruit at the Chicago Exposition, including seven on apples. It ships from 75 to 125 carloads of strawberries each season. Cherries have paid as much as $1,950 an acre, clear profit for a single crop; strawberries, $900, and apples, $25.90 from a single tree. Hood River apples are sold all over the United States. Numerous extensive fruit-shipping companies and a lumbering plant, and business houses of all kinds. Many inducements to farmers and fruit-raisers.

Centered in delightful and charming surroundings, sixty-six miles east of Portland, on the line of the Oregon Railroad & Navigation Company, nestles the prosperous and enterprising little town of Hood River, the mart of the famous fruit valley of the same name. The climate is ideal the year round, the rigors of winter and the extremes of summer being unknown.

For scenic charms few spots equal it, and it is rapidly coming to the front as the popular summer resort of the Upper Columbia River, offering the happy combination of rest and quiet life with pure and exhilirating mountain air. In the foreground is the majestic Columbia; across the river, in Washington, towering high above the other nearby peaks is snow-crowned Mount Adams, 12,470 feet high; in the opposite direction—to the south twenty-seven miles—is Mount Hood, perpetually covered with snow, rearing its head heavenward 11,225 feet, and forming a picturesque background to the valley; and on the east and west are the forest-covered foot-hills of the Cascades.

MOUNT HOOD.

Cloud Cap Inn.

Nowhere else in the entire world is there a similar-sized section where Nature has provided such an abundance of unparalleled mountain scenery as in the Pacific Northwest. Three general ranges, linked by numerous cross-spurs, traverse it in a north and south direction—the Coast ten to twenty miles from the ocean, having an extreme altitude of of 4,000 feet; the Cascades, one hundred to one hundred and fifty miles inward, ranging in height from 6,000 to 12,000 feet, and the Blue Mountains, in Eastern Oregon and Washington, from 3,000 to 10,000 feet.

But the trip of all mountain trips in this matchless scenic wonderland of the Pacific Northwest, is to the snow-capped summit of one of the mighty and silent sentinels which tower high above the lesser peaks. Mount Adams, Mount Saint Helen, Mount Jefferson, and Mount Rainier, perpetually crowned with snow, stand forth in wondrous fascination. But more beautiful and impressive than all combined is Mount Hood, the pride of the mountain climbers and tourists. Fifty miles east of Portland by air-line and ninety-three by shortest route, this favorite proudly rears its head 11,225 feet heavenward, thousands of feet above every

neighboring object. It is one of the most notable peaks in the West, serving as a guide-post to Lewis and Clark on their memorable trip of exploration to the coast in 1805–6, and later to the pioneers who passed over the latent gold ledges of the rich Sumpter district, glanced at the beautiful valleys, climbed the mountains through forests of pine and fir, slept on the bunch-grass plains—Oregon's future grain fields—and with one eye on Mount Hood, hastened on to Western Oregon.

Easily accessible, hundreds climb to its summit every summer. The trip is delightful in every particular, those who have once experienced it always being eager to repeat the pleasure.

From Mount Hood Station conveyance is taken for a coaching trip to Cloud Cap Inn, which stands on the northeastern slope of the mountain, at an elevation of 6,800 feet. Up through the pretty and prosperous town the coach starts on its twenty-seven mile spin, the road leading past scores of well-kept apple and strawberry farms, for which the valley is noted, the unique and picturesque cabin, surrounded by smaller ones, being reached in time for supper. Comfortably furnished, with pine logs blazing in the huge fireplaces, and with a table supplied with everything that a hungry visitor could wish, the place is most inviting.

From Cloud Cap Inn the summit of Mount Hood seems but a step away, but in fact the distance to its top is four miles. A three minutes walk from the Inn brings the mountain climber to Eliot Glacier, on the northeast slope of the mountain, a mile long by a third of a mile wide. From its base the stream of Hood River has its source. Coe Glacier lies on the north slope of the mountain, Sandy Glacier on the southwest, Zigzag Glacier, west of south, White River Glacier, east of south, Newton Clark Glacier, southeast, and one vast unnamed icefield southwest of the Ladd Glacier.

For three miles, from the Inn to the top of Cooper's Spur, the way leads over ground devoid of snow, then for a mile snow and ice are encountered. The rope line begins about 900 feet from the summit, and for a fourth of this distance alpenstock and pluck are also needed, but the top once reached, the plucky climber is well repaid for the effort. To the north, sixty miles, is Mount Adams, 12,470 feet high; on Puget Sound, one hundred and fifty miles away, is Mount Rainier, 14,440 feet; and to the west is Mount Saint Helen, 9,750 feet. For miles and miles the mighty Columbia is seen winding its way through the great section, while in every direction, as far as eye can see, stretch bounteous fields of grain and fertile valleys.

Those who do not care to scale the summit of the mountain have ample opportunity to hunt and fish, the forests in the vicinity of Cloud Cap Inn abounding with deer, bear, cougars, grouse, quail, and other game, while the streams are filled with speckled beauties.

Viento, Oregon. An important lumber manufacturing point, surrounded by fine timber. Good fishing and hunting. United States fish hatchery just across the Columbia River opposite the station.

Cascade Locks, Oregon. Where the United States Government has expended over four million dollars in constructing a canal around the falls of the Columbia River. Forty-five miles east of Portland. Population, 375. Two churches, a public school, a sawmill, fish wheels and extensive salmon fisheries. Amid the grand scenery of the Cascade Mountains and Columbia River Gorge. Fine trout stream. Charming summer resort.

Bonneville, Oregon. Forty-one miles east of Portland. Beautiful picnic and camping grounds, splendid scenery, streams alive with trout. A day spent

here at the foot of the Cascades, with rich trout streams on every hand, is rest that is refreshing.

Multonomah Falls, Oregon. Multonomah, the grandest of all Columbia's falls, at the very foot of which the train makes a four-minute stop that passengers may leave the cars and, from a specially constructed platform, behold the beautiful spectacle as it tumbles over the top of a precipice eight hundred and forty feet high.

Gordon Falls, Mist and Bridal Veil follow in quick succession.

Latourelle, Oregon. Population, 350. Two schools, extensive sawmills and lumbering-plant. Latourelle Falls, two hundred and twenty-five feet high, and one of the most picturesque cataracts in the state Far-famed Rooster Rock within one and a half miles.

Troutdale, Oregon. Population, 500. Two churches, one school, large slaughter and packing houses, one of the largest establishments of the kind on the coast. Surrounded by a rich farming region; fine scenery, gravel roads and bicycle paths, streams full of trout.

Fairview, Oregon. Population, 250. Two churches, one school, flourishing creamery, and cheese factory. Rich agricultural region.

Then comes Portland, the metropolis of the northwest (described elsewhere in this volume), and we have completed our journey, so far as the railway is concerned, but we should not overlook the

PACIFIC OCEAN TRIP: PORTLAND TO SAN FRANCISCO.

And pleasurable as are all these trips offered by the Oregon Railroad & Navigation Company—up and down the Columbia, to the mountains, beaches, and inland resorts—one yet remains—by ocean steamer from Portland to San Francisco—that possesses delights and charms not enjoyed on the others. Staunchly built and thoroughly equipped in every particular, the steamships of the Oregon Railroad & Navigation Company make the trip in about fifty hours, and there is rest and new life in every one of the seven hundred and sixty-five miles.

The steamship Columbia, having accommodations for nearly two hundred first-class passengers, and almos as many second-class, is a type of the line and the pride of the ocean-traveling public between the two places. She is safe, complete, and perfect in every detail, thousands of dollars having recently been expended in improving, refitting, and furnishing her. She is two hundred and thirty-four feet long, forty feet wide, and twenty-two feet deep; has the latest and most improved engines, with two thousand two hundred horse-power, steam-steering gear, and electric lights and bells. She has spacious aad well-furnished saloons, and her staterooms, bathrooms, and toilet-rooms are models of completeness. The meals are in keeping with the splendid equipment and reputation of the steamship. The officers are always obliging and courteous, and spare no pains in making the passengers comfortable and the trip pleasant. No accident has ever occurred to the Columbia, or to her sister ships of this line, but as a precaution she carries seven life-boats, six large life-rafts and hundreds of life-preservers.

The scenery on this trip includes the beauties of the Lower Columbia through miles and miles of the famous salmon-fishing waters, past Astoria, and out the mouth of the great river, between Fort Canby and North Head on the right, and

Fort Stevens and the costly government jetty on the left. The forest-covered slopes of the Coast mountains form a pretty and striking background to the point where water and shore meet. Speedily the steamship plows her way southward through the liquid sapphire, past lonely Tillamook lighthouse, dangerous Rogue River Reef, Cape Mendocino, Humboldt Bay, and Point Arena, then into California's beautiful and world-famed Golden Gate, shortly afterward pulling alongside the company's wharf, where the passengers, refreshed, invigorated, and captivated by their ocean jaunt, with reluctance, leave the boat.

THE SALT LAKE ROUTE

SAN PEDRO, LOS ANGELES, & SALT LAKE R. R.

FROM **Salt Lake City** the lines of the San Pedro, Los Angeles and Salt Lake R. R. traverse the famous Salt Lake and Utah Valleys on the diverse route through the Tintic hills on its main line, thus practically covering the greater portion of central Utah.

The main road between Salt Lake City and Lynn, built especially to secure an easy line, does not traverse an agricultural region, with the exception of the fertile Salt Lake and Tooele valleys; but the rest of the portion of this line passes through one of the most famous mineral belts of Utah, Stockton, Ophir, and Tintic, all having poured their wealth into the coffers of the fortunate mine owners for the last thirty years.

The towns on the main line, starting from Salt Lake City, are, **Garfield,** estimated population, January, 1907, 5,000 people. This is the site of the two-million-dollar smelting plant of the American Smelting and Refining Company, also the concentrator of the Utah Copper Company, and other kindred enterprises. Work was only commenced in the summer of 1905, but at the end of 1906 over one hundred houses will be completed, while the smelter plant itself will be finished May 1, 1906.

From **Media,** stage connection is made for Grantsville, five miles away, one of the oldest agricultural towns in Utah, noted for its beautiful tree-lined streets.

The next station is **Tooele.** This town has a population of about 2,500, is the county seat, and the center of a rich agricultural region. The historian naming it wished to call it Tule, but his spelling was weird.

A few miles farther on is the old-time mining settlement of **Stockton,** supported by several good mining properties near by.

Tintic Junction is a small place leading to the famous Tintic mining district, including Silver City, Mammoth, and Eureka, with a total population of about 6,000 people, and one of the leading mining camps of Utah.

From Tintic Junction the line traverses a level stretch of country and joins the other road from Salt Lake to Lynn.

Black Rock is the district terminal for the railroad.

Milford is the only important town below Lynn, although Lund and Modena, small stations, enjoy a good traffic from the freighters, stagemen, and near-by mining settlements.

On the diverse line the Salt Lake Route passes through the most beautiful portion of Salt Lake Valley, affording a wonderful view of the Wasatch Mountains.

The first town of importance is **Murray,** the smelting center, and then in quick succession the traveler passes through prosperous agricultural towns ranging in population from 1,500 to 6,000, such as Sandy, Draper, Lehi, American Fork, Pleasant Grove, Provo, Springville, Spanish Fork, Payson, Santaquin, and Nephi, thence to Lynn Junction.

These valleys comprise the greatest area and most productive agricultural region in the State. A large sugar factory and several other important establishments help to add to the prosperity of the people, while mining, live stock, and general agricultural pursuits form the livelihood for a prosperous chain of communities.

At **Uvada** the Utah-Nevada State line is crossed and the journey through Nevada begins. The first important point in Nevada is **Caliente,** a prominent and promising mining town having a population of 1,500. The name Caliente is the Spanish name for the word "hot" and was given this place on account of the numerous hot springs which are found here.

Just south of Caliente one of the most beautiful places on the road is reached, **Rainbow Canyon.** Here the track winds its way through a canyon whose walls are tinted in a fantastic, though beautiful and harmonious manner. The various mineral stains in the rocks, acted upon by the sun and the rains, have colored the walls at this point with many hues. Soft grays, browns, and pink contrasting with reds, yellows, and greens making a beautiful effect, well named Rainbow Canyon. Emerging from the canyon, **Rox** is next reached. Here on the side of the cliff, in view from all trains of the Salt Lake Route, are traced the picture-writings of some bygone race of Indians, who formerly lived in this section of the country. The writings are now supposed to be a record of the Spanish expedition to the Colorado River, which passed through this section of the country in the year 1540. Just what their message is, or for what purpose written, not even the oldest Indians in this neighborhood can tell. Farther on through Moapa the Piute Indian reservation is located. The squaws weave many quaint and curiously designed baskets and wander down to sell them to the pale-faces on the trains.

The next important point reached is that wonderful oasis of the desert, **Las Vegas.** At this point water is found in great abundance. Fruit and berries grow in great quantities, and a thriving town of 1,000 population has sprung up. Las Vegas derives its importance from another source also. It is the outfitting point for the rich mining camps, Bullfrog, Goldfield, and Tonopah. A railroad is being built from Las Vegas to these mining camps, which will add considerably to the importance of Las Vegas. Jean, Nevada, is the outfitting point for Good Springs and the rich Yellow Pine mining district. At Calada, Nevada is left behind. California is entered.

In **California** the first important point reached is Nipton, the outfitting point for Searchlight, Nevada, the camp without a failure. A railroad is also being built into this rich mining camp, in order to do away with the stage and freighters which are now necessary to bring the goods and passengers to the railroad. Just south of Nipton another beautiful canyon is entered; that of Mojave River. The walls of this canyon have been cut and twisted into many curious shapes by the elements of nature. Farther south through the Cajon pass, the first view of California's rich citrus fruit belt is obtained. **San Bernardino** is the gate to the valley, and marks the entrance into the orange-growing district. San Bernardino itself is a beautiful residence city as well as a manufacturing and mercantile center, and has a poulation of 7,000. Besides the Salt Lake Route it has the Southern Pacific and Sante Fe railroads, and is a town of much commercial importance. Electric cars connect at this point with all trains of the Salt Lake Route for Redlands, making a beautiful side trip through the orange groves.

A few miles away, at the base of the great Arrowhead, is located the **Arrowhead Hot Springs.** A magnificent new hotel has been erected with a com-

modious bath-house where the beneficial effects of these waters may be obtained. The Arrowhead itself is one of those curious freaks of nature, and so many romantic legends have been woven about it that it was adopted by the Salt Lake Route as its official trade-mark. Four miles beyond San Bernardino is Colton, an enterprising town of 2,000 population. The place is rapidly coming to the front as an enterprising and business-like town and its industries are prospering.

The next point reached is **Riverside,** the center of the largest orange-growing district in the world. A city whose reputation for artistic homes and beautiful drives has traveled not only throughout the United States but Europe as well. From any one of its numerous hills, acres and acres of golden orange-trees may be seen, stretching away as far as the eye may reach; while palms and flowers are grown everywhere in great profusion. The Howarden and Chase drives, Rubidoux Heights, Victoria and Magnolia Avenues, are drives the beauty of which must be seen to be appreciated.

Among **Riverside's** many attractive features is the government Indian school, Albert S. White Park with its collection of cactus, and the Glenwood Inn, the mission hotel of California. The Salt Lake station at this point is also built on the style of the old mission, a form of architecture which harmonizes most beautifully with the surrounding country. A few miles beyond Riverside, at Concrete, the Santa Ana Viaduct is crossed. This is the largest concrete bridge in the world, having a length of 1,000 feet and an average height of 50 feet and stands to-day as one of the wonders of modern engineering skill.

The next important town reached is **Ontario,** the model colony which is also the center of a fine orange and lemon-growing district. Pomona, the next town, is situated in this same citrus fruit section, and is a fine commercial center. The important industry of both Pomona and Ontario is the raising and packing of oranges and lemons. The drives in this vicinity are many and beautiful, being lined on either side by rows of palms, eucalyptus or stately pepper trees, while acre upon acre of beautiful orange-trees stretch away as far as the eye can reach. Between Pomona and Ontario a rich walnut section of the country is crossed, where the finest English walnuts are raised for the Eastern market.

Los Angeles, fully described elsewhere in this book, is the terminus of the Salt Lake Route main line, though this line has many branches, radiating to adjacent points, full descriptions of which are given elsewhere.

ALTITUDE OF MOUNTAIN PEAKS OF THE ROCKY MOUNTAINS.

COLORADO AND UTAH.

RAMPART RANGE.

Height.	*Name.*	*County.*	*Nearest Point.*
14,147	Pike's Peak	El Paso	Manitou Springs.

FRONT RANGE.

From Lulu Pass to Cañon City in the transverse valley of the Arkansas. This range divides Grand County from Boulder County, passes through Gilpin County, Clear Creek County, and Park County, and ends in Fremont County.

Height.	*Name.*	*County.*	*Nearest Point.*	*Height.*	*Name.*	*County.*	*Nearest Point.*
14,271	Long's Peak	Boulder	Boulder.	14,336	Torrey's Peak	Clear Creek	Georgetown.
13,173	Audubon	Boulder	Sunset.	14,411	Gray's Peak	Clear Creek	Georgetown.
13,520	Arapahoe	Boulder	Sunset.	14,321	Evans Peak	Clear Creek	Georgetown.
13,283	James Peak	Gilpin	Central City.	14,340	Mt. Rosalie	Clear Creek	Georgetown.
13,133	Perry's Peak	Gilpin	Central City.	12,446	Bison Peak	Park	Fairplay.
12,873	Mount Flora	Gilpin	Central City.				

MEDICINE BOW RANGE.

Is due northern continuation of the North Range.

Height.	*Name.*	*County.*	*Nearest Point.*
13,832	Haynes Peak	Larimer	——
13,167	Clark's Peak	Larimer	——

BLUE RIVER RANGE.

Sometimes called Eagle River Mountains; runs parallel with the Park Range through Summit County. It ends in the western part of Park County.

Height.	*Name.*	*County.*	*Nearest Point.*	*Height.*	*Name.*	*County.*	*Nearest Point.*
13,398	Mount Powell	Summit	Dillon.	13,565	Mount Guyot	Summit	Breckenridge.
12,382	Red Peak	Summit	Dillon.	13,800	Mount Hamilton	Summit	Breckenridge.
12,890	Miles Peak	Summit	Dillon.	13,835	Silver Heel	Park	Como.
13,200	Whale Peak	Park	Breckenridge.				

PARK RANGE.

Begins in the northern boundary of the State, marking the boundary lines of Routt and Larimer and ends in the transverse range of the Arkansas Mountains, passing through Eagle, Summit, Lake, Park, and Chaffee Counties.

Height.	*Name.*	*County.*	*Nearest Point.*	*Height.*	*Name.*	*County.*	*Nearest Point.*
12,126	Mount Zirkel	Larimer.		14,008	Sherman	Park	Alma.
14,269	Quandary	Summit	Breckenridge.	13,750	Sheridan (No. 2)	Park	Fairplay.
14,297	Lincoln	Park	Alma.	13,909	Horseshoe	Park	Fairplay.
13,796	Arkansas	Park	Alma.	13,738	Ptarmigan	Park	Fairplay.
13,961	Buckskin	Park	Alma.	13,328	Buffalo Peak	Parfi	Fairplay.
14,185	Bross	Park	Alma.	14,132	Goat's Peak	Park	Fairplay.
13,650	Evans (No. 2)	Park	Alma.				

SAGUACHE RANGE.

Begins in Eagle County and runs parallel with the Park Range, the Arkansas River flowing between them in the southern region. It traverses Lake and Chaffee counties and ends in the Cochetopa Hills, the central part of the Continental Divide.

Height.	*Name.*	*County.*	*Nearest Point.*	*Height.*	*Name.*	*County.*	*Nearest Point.*
14,176	Mount of the Holy Cross.	Eagle	Red Cliff.	14,375	Harvard,	Chaffee	Buena Vista.
				14,187	Yale	Chaffee	Buena Vista.
13,073	Homestake	Eagle	Red Cliff.	14,199	Princeton	Chaffee	Salida.
14,424	Mount Massive.	Lake	Leadville.	14 245	Antero	Chaffee	Salida.
14,436	Elbert	Lake	Leadville.	14,239	Shavano	Chaffee	Maysville.
14,302	La Plata Peak	Chaffee	Buena Vista.	14,055	Ouray	Chaffee	Marshall Pass.

ELK MOUNTAINS OR ASPEN GROUP.

This range is a great semi-circle of mountains in Pitkin County, with Aspen in the center and with spurs running into the adjoining county of Gunnison.

Height.	Name.	County.	Nearest Point.	Height.	Name.	County.	Nearest Point.
12,823.	Sopris Peak	Pitkin	Carbondale.	13,327.	White Back	Gunnison.	Crested Butte.
13,997.	Capital Peak	Pitkin	Aspen.	13,113.	Teocalli Peak.	Gunnison.	Crested Butte.
13,978.	Snow Mass	Pitkin	Aspen.	13,956.	Grizzly	Pitkin	Aspen.
14,008.	Maroon Peak.	Pitkin	Aspen.	13,350.	Italian Peak	Gunnison.	Crested Butte.
13,885.	Pyramid Peak.	Pitkin	Aspen.	13,357.	White Rock	Pitkin	Aspen.
14,115.	Castle Peak	Pitkin	Aspen.				

WEST ELK MOUNTAINS.

Height.	Name.	County.	Nearest Point.
13,102.	West Elk Peak	Gunnison	Gunnison.

SANGRE DE CRISTO RANGE.

It unites at its northern point with the Arkansas Hills, which run east and west, and with the Cochetopa Hills, which run from the southwest to the northeast and which form a part of the Continental Divide.

N. B.—There are many unnamed peaks above 13,000 feet in this range.

Height.	Name.	County.	Nearest Point.	Height.	Name.	County.	Nearest Point.
12,446.	Hunt's Peak	Fremont	Poncha.	14,233.	Crestone	Crant	Moffat.
12,863.	Rito Alto	Custer	Villa Grove.	14,041.	Humboldt	Custer	Silver Cliff.
13,600.	Silesia Peak	Custer	Hot Springs.	14,483.	Sierra Blanca,	Costilla	Alamosa.
13,729.	Gibson Peak	Custer	Hot Springs.	14,176.	Old Baldy	Costilla	Blanca.
13,447.	Horn Peak	Custer	Moffat.	13,615.	Grayback	Costilla	Blanca.

CULEBRA RANGE.

Is a continuation of the Sangre de Cristo Range.

Height.	Name.	County.	Nearest Point.
14,079.	Culeba Peak	Las Animas	Trinidad.
13,611.	Trinchera	Las Animas	Trinidad.
13,718.	Spanish Peak	Las Animas	Trinidad.

THE SAN JUAN MOUNTAINS.

This range is the southern part of the Continental Divide. It has many lateral ranges, like buttresses, and its general course is from southeast to northwest, where it joins with the Uncompahgre Range and the Cochetopa Hills. It is very little known, and contains many high unnamed mountains. It is spread over Saguache, Hinsdale (southern part), Archuleta, Rio Grande and Conejos counties.

Height.	Name.	County.	Nearest Point.	Height.	Name.	County.	Nearest Point.
14,032.	Stewart Peak	Saguache.	Lake City.	13,154.	Macomb's Peak.	Hinsdale.	Wagon Wheel Gap.
14,100.	San Luis Peak.	Saguache.	Lake City.				
13,131.	Mesa Peak	Saguache.	Lake City.	12,673.	Bellevue Peak	Rio Grande.	Del Norte.
12,840.	Bristol Head	Hinsdale	———	13,081.	Del Norte Peak.	Rio Grande.	Del Norte.
14,092.	Red Cloud	Hinsdale.	Lake City.	13,347.	Conejos	Rio Grande.	Pagosa Springs.
14,149.	Handies Peak	Hinsdale.	Lake City.	12,824.	Banded Peak	Archuleta	
13,400.	Pole Creek Peak.	Hinsdale.	Lake City.	14,065.	Simpson's Peak.	Rio Grande.	Del Norte.
12,506.	San Juan Peak.	Hinsdale	———				

NEEDLE MOUNTAINS.

A series of short ranges on the west side of the Grand Divide, buttressing the San Juan Mountains. It contains many high isolated peaks named and unnamed.

Height.	Name.	County.	Nearest Point.	Height.	Name.	County.	Nearest Point.
12,305	Sheridan Peak (No. 1)	La Plata	Durango.	14,055	Rio Grande Pyramid.	San Juan	Needleton.
14,054.	Æolus	La Plata	Durango.	13,542.	Mount Kendall.	San Juan	Silverton.
14,051.	Needle Peak	La Plata	Durango.	13,356.	Mount Canby.	San Juan	Silverton.
13,755.	Mount Oso	La Plata	Durango.	13,550.	King Solomon.	San Juan	Silverton.
13,928.	Pigeons Peak	La Plata	Durango.	13,501.	Sultan	San Juan	Silverton.
13,357.	The Hunchback.	San Juan.	Durango.				

OURAY MOUNTAINS.

A prolongation of the San Miguel Mountains to the north, uniting with the Uncompahgre chain, which runs from west to east.

Height.	Name.	County.	Nearest Point.
14,340	Mount Sneffels	Ouray	Ouray.

SAN MIGUEL MOUNTAINS.

Height.	Name.	County.	Nearest Point.	Height.	Name.	County.	Nearest Point.
14,075	Unnamed	San Miguel.	Telluride.	13,890	Unnamed	Dolores.	Rico.
14,160	Lizard Head	San Miguel.	Trout Lake.	12,703	Mount Freeman	Dolores.	Rico.
14,309	Mount Wilson	Dolores.	Ophir.	12,516	Mount Elliott	Dolores.	Rico.
13,502	Dolores Peak	Dolores.	Ophir.	12,542	Anchor	Doleres.	Rico.
12,703	MountDolores	Dolores.	Rico.	12,635	Lone Cone	San Miguel.	Telluride.

LA PLATA MOUNTAINS.

Are a prolongation south of the San Miguel Range.

Height.	Name.	County.	Nearest Point.
13,376	Hesperus	Montezuma	Dolores.
13,456	Babcock	La Plata	Durango.

UNCOMPAHGRE MOUNTAINS.

This range is short and runs from west to east. It contains some very high mountains, usually at right angles to the chain.

Height.	Name.	County.	Nearest Paint.
14,419	Uncompahgre	Hinsdale	Ouray.
14,069	The Wetterhorn	Hinsdale	Ouray.

WASATCH MOUNTAINS (UTAH).

This is the principal mountain range of Utah and extends from north to south through the central part of the state. Salt Lake City lies at its feet. Some of its peaks are snow-capped the year round.

Height.	Name.	County.	Nearest Point.	Height.	Name.	Coanty.	Nearest Point.
12,080	Twin Peaks	Salt Lake.	Salt Lake City.		Timpanogos	Utah.	Provo.
12,194	Monte Cristo	Weber.	Ogden.	10,100	Mount Heber	Wasatch.	Heber.
12,062	Clayton's Peak	Wasatch.	Park City.				

UINTAH MOUNTAINS (UTAH).

The general trend of this range is east and west. It is just north of the Uintah Indian reservation near the Wyoming line.

Height.	Name.	County.	Nearest Point.	Height.	Name.	County.	Nearest Point.
11,730	Mount Baldy	Wasatch.	Heber,	13,787	Gilbert	Wasatch.	Heber.
12,000	Mount Agassiz	Summit.	Heber.	12,000	Mount Nebo.	Juab	Goshen.
13,000	Wilson's Peak	Wasatch.	Heber.				

OQUIRRH RANGE (UTAH).

This is the beautiful range of mountains that skirts the western shores of Great Salt Lake and extends north and south parallel with the Wasatch Mountains. It has no prominent peaks, the entire range averaging an elevation of 9,000 to 10,000 feet. Mount Nebo might be considered in this range, which joins hands on the south with the mighty Wasatch.

HENRY MOUNTAINS (UTAH).

Away in the southeastern corner of the state lie the Henry Mountains, the Elk Range, the La Sals, and the Blue Mountains. These have recently come into prominence by location of valuable mineral deposits.

Height.	Name.	County.	Nearest Point.	Height.	Name.	County.	Nearest Point.
11,470	Mount Ellen	Garfield.	Green River.	13,000	Mount Peale	San Juan.	Thompson.
11,050	Mount Pennel	Garfield.	Green River.	12,271	Mount Tomaski.	Grand	Thompson.
11,000	Mount Linnæus.	San Juan.	Thompson.	12,586	Mount Waas	Grand	Thompson.

DEEP CREEK MOUNTAINS (UTAH).

The Deep Creek Range extends north and south along the border between Utah and Nevada. These mountains, like the Parowan, Iron, and numerous other small ranges in the southwestern portion, are but spurs of the main mountain range known as the Wasatch and of which the Oquirrhs are a part. There are numerous peaks with an elevation of 8,000 to 10,000 feet.

MOUNTAIN PASSES.

	Feet.		Feet.
Alpine Pass	13,550	Poncha Pass	8,945
Argentine Pass	13,100	Tennessee Pass	10,240
Cochetopa Pass	10,032	Tarryall Pass	12,176
Hayden Pass	10,780	Breckenridge Pass	9,490
Trout Creek Pass	9,346	Cottonwood Pass	13,500
Berthoud Pass	11,349	Fremont Pass	11,540
Marshall Pass	10,856	Mosquito Pass	13,700
Veta Pass	9,392	Ute Pass	11,200

ELEVATION OF LAKES.

	Feet.		Feet.
Twin Lakes	9,357	Seven Lakes	11,806
Grand Lake	8,153	Palmer Lake	7,238
Green Lakes	10,000	Cottonwood Lake	7,700
Chicago Lakes	11,500	Trout Lake	9,800
Evergreen Lakes	10,500		

ALTITUDES OF TOWNS AND CITIES.

REVISED SINCE FIRST EDITION FROM ENGINEER'S MEASUREMENTS.

	Feet.		Feet.
Alamosa	7,546	La Veta	7,024
Animas City	6,554	Leadville	10,200
Animas Forks	11,200	Los Pinos	9,637
Antonito	7,888	Montrose	5,811
Aspen	7,874	Malta	9,580
Buena Vista	7,970	Mancos	7,008
Cañon City	5,344	Manitou	6,318
Castle Rock	6,220	Ojo Caliente	7,324
Colorado Springs	5,992	Ouray	7,721
Crested Butte	8,875	Ogden, Utah	4,286
Creede	9,016	Pagosa Springs	7,108
Conejos	7,880	Pinos, Chama Summit	9,902
Cottonwood Springs	8,950	Poncha Springs	7,480
Cuchara	5,943	Palmer Lake	7,238
Cumbres	10,015	Pueblo	4,669
Delta	4,983	Red Cliff	8,615
Del Norte	7,880	Ridgway	7,002
Denver	5,196	Robinson	10,861
Durango	6,520	Rosita	8,500
El Moro	5,879	Ruby Camp	10,500
Garland	7,936	Saguache	7,723
Granite	8,945	Salt Lake City	4,228
Grand Junction	4,594	Silver Cliff	7,816
Gunnison	7,680	Silverton	9,224
Glenwood Springs	5,758	Salida	7,050
Howardsville	9,700	Telluride	8,756
Irwin	10,500	Trimble Springs	6,575
Kokomo	10,614	Westeliffe	7,864
Lake City	8,686	Wagon Wheel Gap	8,449

PRONUNCIATION OF PROPER NAMES.

Acequia	A-sa-kia
Crested Butte	Crested Bute
Costillia	Costea
Cañon	Can-yon
Cumbres	Cum-breez
Cuchara	Cu-cha-ra
Canejos	Co-na-hos
Chihuahua	Che-wa-wa
Huerfano	Wa-far-no
La Junta	La Hun-ta
La Jara	La Hara
La Veta	La Va-ta
Manitou	Man-i-too
Monero	Mo-na-ro
Navajo	Na-va-ho
Ojo Caliente	O-ho Cal-i-en-te
Ojo	O-ho
Pueblo de Taos	Pueblo-de-Tows
Piñon	Pin-yon
Saguache	Si-watch
Sierra Mojeda	Sierra Mo-ya-da
Santa Fe	San-ta Fay
San Juan	San Wan
San Miguel	San-me-gil
Sapinero	Sapi-na-ro
Tierra Amarilla	Tier Ama-rea
Trinchera	Trin-chara
Vallejo	Vall-a-ho
Wahatoya	Wa-ha-toy-ya

INDEX

OF TOWNS AND POINTS OF INTEREST.

COLORADO.

	PAGE.
Acequia	17
Alamosa to Espanola and Santa Fe.	105
Alamosa to Silverton	113
Alamosa	99
Animas Canon	121
Antelope Springs	103
Antonito	106
Arkansas River	142
Aspen	52
Aspen Branch (D. & R. G. R. R.).	50
Avalanche Creek	52
Bathing at Glenwood Springs	49
Bathing Pool at Glenwood Springs.	50
Bear Creek Falls	134
Black Canon of the Gunnison	86
Bowerman, Camp	82
Broadmoor	23
Brown's Canon	40
Buena Vista	40
Burnham	16
Canon City	33
Canon of the Grand River	44
Carbondale	50
Carlile Springs	31
Castle Rock	17
Cerro Summit	88
Cimarron	88
Cimarron Canon	88
Chama	117
Cheyenne Mountain	21
Chipeta Falls	86
Chrysolite Extension (D. & R. G. R. R.)	43
Clark's Magnetic Springs	31
Cliff Dwellings	125
Coal Basin	52
Coal Creek Branch	33
Coal Creek	33
Colorado City	23
Colorado Springs	19
Cottonwood Springs	40
Crane's Park	44
Creede	103
Creede Branch	99
Crested Butte	82
Crested Butte Branch	82
Cripple Creek	27
Cripple Creek District	32
Cripple Creek Short Line	25
Crystal River Railroad	50
Cuchara Junction	95
Cumbres Pass	117
Curecanti Needle	86
Del Norte	100
Delta	90
Denver	13
Denver to Pueblo	13
Dillon	143
Dolores	129
Dolores Canon	129
Douglas	17
Downward to Dillon	143
Dulce	117
Durango	119
Durango to Ridgway	125
Eagle River Canon	46
Eagle River Valley	46
Elk Park	123
El Moro	93
Florence	32
Florence & Cripple Creek R. R.	32
Floresta	84
Fort Logan	16
Fountain	29
Fremont Pass	142
Fruita	57
Garfield Memorial	115
Garland	96
Glen Park	19
Glenwood Springs	49
Grand Junsction	55
Grand River Canon	47
Grand Valley	55
Granite	40
Gunnison	82
Gunnison, Canon of the	86
Gunnison River	86
Hotchkiss	92
Ignacio	119
La Jara	105
Lake City	84
Lake City Branch	84
Lake Fork Canon	84
La Veta	95
La Veta Pass	95
Leadville	43
Leadville to Dillon	140
Littleton	16
Lizard Head Pass	129
Los Pinos Valley	113

COLORADO — Continued.

	PAGE.
Lost Canon	127
Lumberton	117
Mancos	127
Manitou	23
Marshall Pass	80
Minturn	46
Missouri River to Denver	9
Mears Junction	78
Meeker	55
Monarch Branch	76
Monte Vista	99
Montrose	88
Monument	19
Monument Park	19
Mount of the Holy Cross	44, 142
Mount Princeton Hot Springs	40
New Castle	55
North Fork Branch	90
Ophir Loop	131
Ouray	134
Ouray to Montrose	138
Overland Park	16
Pagosa Junction	117
Pagosa Springs	117
Palmer Lake	17
Palmilla	106
Paonia	92
Parkdale	36
Parnassus Springs	31
Penny's Hot Springs	52
Perry Park	17
Petersburg	16
Phantom Curve	113
Pike's Peak	27
Placita	52
Poncha	76
Poncha Pass	78
Poncha Springs	76
Preface	5
Pueblo	29
Pueblo to Ogden	32
Pueblo to Alamosa	93
Red Cliff	44
Red Cliff Canon	44
Redstone	52
Ridgway	131, 138
Rico	129
Rifle	55
Romeo	106
Royal Gorge	36
Royal Gorge Hot Springs	34
Salida	39
Salida to Grand Junction	76
San Luis Valley Branch	78
San Luis Valley	97
Sapinero	84
Sedalia	17
Sierra Blanca	97
Silverton	123
Silverton to Montrose	133
Spanish Peaks	93
Stage Ride, Ouray Toll Road	133
Steamboat Springs	46
Telluride	131
Tennessee Pass	43
Texas Creek	36
Toltec Gorge	115
Tomichi Meadows	82
Trimble Hot Springs	121
Trinidad	93
Trinidad Branch	93
Trout Fishing in the Rio Grande	103
Trout Lake	129
Twin Lakes	42
Valley View Hot Springs	78
Vance Junction	131
Vapor Caves, Glenwood Springs	50
Villa Grove	78
Wagon Creek Junction	96
Wagon Wheel Gap	101
Walsenburg	95
Waunita Hot Spring	82
Wellsville Hot Springs	39
West Cliff	38
West Cliff Branch	36
Wolhurst	17

UTAH.

Alta	66
American Fork	64
Bingham	66
Bingham Branch	66
Bingham Junction	65
Book Cliffs	57
Brigham	304
Cache Junction	304
Castle Gate	59
Climbing the Wasatch	57
Colliston	304
Colton	59
Corinne	145
Cottonwood Branch	66
Dewey	304
Fort du Chesne	59
Geological Features	145
Grand Canon of the Colorado	57
Great Salt Lake	70
Green Riyer	57
Helper	59
Hot Springs	68
Hot Springs	304
Jordan River	66
Kelton	146
Kyune	59
Lehi	65
Logan	306

UTAH—Continued.

	PAGE.
Monument	146
Ogden	144, 304
Ogden to San Francisco	144
Ogden to Portland	304
Oregon Short Line	304
Park City	73
Park City Branch	73
Pleasant Valley Branch	60
Price	59
Promontory	145
Provo	62
Provo Canon Branch	64
Red Narrows	60
Saltair	72
Salt Lake	70
Salt Lake City	66
Salt Lake City to Ogden	74
San Pete Branch	60
Soldier's Summit	60
Spanish Fork	62
Spanish Fork Canon	61
Springville	62
Thistle Junction	60
Thompson's	57
Tintic Branch	62
Towns in the Desert	148
Utah Desert	57
Utah Lake	64
Utah Valley	61
Warm Springs	68
"What the Engines Said"	145
Woodside	57

NEW MEXICO.

Aztec	121
Barranca	107
Bloomfield	121
Chama	117
Comanche Canon	108
Dulce	117
Embudo	110
Espanola	110
Espanola to Santa Fe	111
Farmington	121
Indian Pueblos	110
Lumberton	117
Ojo Caliente	107
Pueblo Santa Cruz	110
Pueblo San Juan	110
Pueblo de Taos	110
Santa Fe	111

NEVADA.

Battle Mountain	150
Beowawe	150
Brown's	153
Carlin	149
Carson Lake	153
Carson City	154
Cluro	150
Desert	154
Elko	149
Golconda	150
Gravelly Ford	150
Hot Springs	153
Humboldt	152
Humboldt Valley	149
Humboldt Palisades	149
Humboldt Lake	153
Lake Region	153
Lovelocks	152
Mirage	153
Moores	148
Mud Lake	153
Nevada Desert	152
Oreana	152
Palisades of the Humboldt	149
Palisade	149
Pyramid Lake	153
Rye Patch	152
Reno	154
Sierra Nevada Range	155
Toano	148
Twelve Mile Canon	149
Valley Region	150
Virginia City	154
Wadsworth	154
Walker's Lake	153
Wells	148
Winnemucca	152
Winnemucca Lake	153

CALIFORNIA.

Acton	226
Ager	285
Agnews	269
Alameda	269
Alameda Mole	270
Alameda Point	269
Alcatraz Island	176
Alcatraz	233
Alma	267
Alvarado	269
Alviso	269
American River Bridge	162
Anaheim	203
Anderson	278

CALIFORNIA—Continued.

	PAGE.
Angel Island	176
Antioch	180
Antonio	235
Aptos	250
Arbuckle	280
Arcadia	267
Army Point	166
Arroyo Grande	237
Athlone	183
Auburn	160
Azusa	208
Baden	265
Bailey's	281
Bakersfield	188
Bania	280
Bay Shore	266
Beach Drive	237
Belmont	264
Benicia	166
Ben Lomond	266
Bentwood	180
Berenda	183
Beresford	264
Big Trees	266, 273
Boulder Creek	266
Bradley	242
Bromela	236
Buena Park	203
Burbank	225
Burlingame	265
Byron	180
Byron Hot Springs	180
Calaveras Grove	273
Caliente	188
Callender	236
Cameron	190
Campbell	268
Camulos	226
Canons of the Coast Line	232
Cape Horn	160
Capitan	235
Capitola	252
Carnadero	256
Carpinteria	227
Carquinez Straits	166
Cascade	150
Casmalia	235
Castle Crag	281
Castroville	246
Centerville	269
Channel Country	228
Chatsworth Park	225
Chico	277
Chico Vecino	278
Chualar	244
City Hall (San Francisco)	174
Clem	267
Cliff House	160, 175
Cliff Trip	230
Climate	218
Climbing the Sierra Nevadas	158
Coast Line	225
Colfax	160
Colma	265
Colton	200
Colusa Junction	280
Compton	194
Concepcion	233
Congress Springs	268
Corning	280
Coronado	218
Crag View	281
Cucamonga	220
Cupertino	268
Davis	164
Del Monte	247
Donner Lake	158
Downey	203
Duarte	208
Dunnigan	280
Dutch Flat	150
Eden Vale	257
Edgewood	285
Edna	237
Edwards City	233
Elmira	166
Elsinore Lake	210
Elwood	230
Emigrant Gap	150
Fair Oaks	264
Famosa	188
Felton	266
Fernando	225
Fillmore	226
Finello	286
Florence	194
Fresno	184
Gato	233
Gaviota	233
Germantown	288
Gilroy	256
Gilroy Hot Springs	256
Glenwood	267
Goleta	230
Golden Gate Park	170, 174
Gonzales	244
Goshen	186
Goshen Division	186
Grover	237
Guadalupe	235
Historic Ground	159
Hollister	255
Hopkins Institute of Art	174
Horn, Cape	160
Horseshoe Incline	238
Independence Lake	158
Irrigation	187
Jalama	234
Kern River Oil Region	188
Keswick	280

CALIFORNIA — Continued.

	PAGE.
Kingsburg	185
King's City	243
King's River	186
Kirkwood	288
La Honda	264
Lake Tahoe	155
Lamanda Park	205
Lathrop	180
Laurel	267
Lawrence	262
Le Franc	268
Libraries (San Francisco)	176
Lick Observatory	258
Lincoln	275
Lompoc	234
Lompoc Valley	228, 234
Long Beach	196
Los Alamitos	203
Los Angeles	191
Los Angeles to San Diego	205
Los Angeles to Santa Barbara	225
Los Gatos	267
Madear	184
Madrone	257
Markets (San Francisco)	176
Martinez	178
Marysville	275
Matilija Hot Springs	227
Mayfield	262
Maywood Colony	286
Maxwell	289
McKittrick	188
Meehan	267
Menlo Park	264
Merced	183
Metz	243
Millbrae	265
Mint (San Francisco)	176
Mission Dolores	173, 176
Mission Santa Barbara	228
Monterey	247
Monterey County	242
Modesto	183
Mojave	190, 226
Mojave Desert	190
Monrovia	208
Montague	285
Montalvo	226
Morganhill	257
Morocojo	246
Mott	282
Mount Eden	269
Mount Lowe	202
Mount Tamalpais	176
Mountain View	262
Murietta	210
Muir's Peak	284
Naples	232
Narlon	235
Narrow Gauge Line	266
National City	216
Neponset	246
New Almaden	268
Newark	269
New Castle	160
Newhall	190, 225
Newport	204
New Roseville	218
Nordhoff	227
Norman	288
Norwalk	203
Oakland	176
Oakland Mole	166
Oceano	237
Oceano to San Miguel	237
Oceanside	210
Oceanview	265
Ontario	220
Opal	252
Orange	204
Orella	233
Orland	288
Oroville	276
Overhanging Rock	233
Oxnard	226
Pacific Grove	249
Pajaro	250
Palo Alto	262
Paraiso Springs	244
Pasadena	199
Paso Robles	239
Paso Robles Hot Springs	239
Pescadero	264
Pinnacles, The	243
Pinole	166
Piru	226
Plains Region	162
Point Arguello	234
Pomona	223
Port Costa	166
Port Los Angeles	199
Post Office (San Francicso)	175
Presidio Reservation	175
Railway Offices (San Fransicso)	176
Raymond	205
Red Bluff	278
Redding	280
Redwood City	264
Redwood Forest	264
Richfield	286
Riverside, East	209
Riverside, South	209
Riverside	210
River Traffic	182
Rocklin	162
Roseville Junction	162
Roseville	218
Russell	269
Sacate	233
Sacramento	162

CALIFORNIA — Continued.

	PAGE.
Sacramento Canon	281
Salinas	244
San Antonio Mission	243
San Ardo	242
San Augustine	233
San Benito County	254
San Benito Valley	254
San Bernardino	208
San Bernardino County and Valley	209
San Bruno	265
San Buenaventura	227
San Carlos	264
San Diego	212
San Diego Bay	214
San Diego to Los Angeles	218
San Fernando	190
San Fernando Tunnel	190
San Francisco	168
San Francisco, South	265
San Francisco Bay	171
San Francisco to San Diego	168
San Francisco to the Great Northwest	275
San Gabriel	202
San Gabriel Valley	206
San Joaquin Valley	180
San Jose	255, 258
San Juan	254
San Juan County	254
San Lucas	242
San Luis Obispo	237
San Luis Obispo County	237
San Martin	257
San Mateo	265
San Miguel	242
San Pedro	194
Santa Ana	204
Santa Anita	233
Santa Barbara	228
Santa Catalina	194
Santa Clara	262
Santa Clara Mission	260
Santa Clara Valley	255
Santa Cruz	252
Santa Cruz and Broad Gauge Line	250
Santa Cruz Mountains	266
Santa Margarita	239
Santa Maria	236
Santa Maria Valley	228
Santa Monica	197
Santa Paula	226
Santa Ysabel	240
Saratoga Springs	268
Saticoy	226
Saugus	225
Schumann	235
Seal Rocks	169, 175
Selma	185
Sespe Canon	226
Shasta	284
Shasta Region	281
Shasta Retreat	282
Shasta Springs	282
Shore Trip to Santa Cruz	250
Short Tours Adjacent to Los Angeles	194
Sierra Madre Villa	206
Sierra Nevada Range	158
Sims	281
Sisson	282
Sixteenth St. Station	166
Soda Springs	150
Soledad	243
Soldier's Home	199
Somis	227
Southward Bound	178
Spreckle's Sugar Factory	246
Stanford Stock Farm	264
Stanford University	262
Stockton	182
Summerland	227
Summit (Sierra Nevadas)	159
Sunnyvale	262
Surf	234
Sutro Baths	175
Sutro Heights	175
Sweet Brier	281
Sweetwater Dam	218
Tahoe, Lake	155
Tajiguas	233
Tangair	235
Tassajara Springs	246
Tehachapi Pass	189
Tehachapi Summit	189
Tehama	278
Templeton	239
Tipton	187
Tracy	180
Traver	186
Tropico	225
Truckee	155
Tulare	187
Tulare County	187
Tustin	204
Union Mill	267
Upper Soda Springs	282
Upton	284
Valencia Street	265
Vallejo Junction	166
Visalia	186
Waldorf	235
Watsonville	250
Webber Lake	158
Webster	164
West San Leandro	269
West San Lorenzo	269
West Side	286
Wheatland	275
Whittier	293

CALIFORNIA — Continued.

	PAGE.		PAGE.
Wildomar	210	Yolo	289
Williams	289	Yosemite, To the	271
Willows	288	Yosemite Valley	271
Wilson's College	194	Yuba River	275
Wright	267	Zayante	267

IDAHO.

American Falls	311	McCammon	306
Bellevue	311	Meridian	312
Blackfoot	307	Minidoka	311
Bliss	312	Mountain Home	312
Boise City	312	Moscow	320
Caldwell	314	Nampa	312
Dubois	307	Oxford	306
Franklin	306	Payette	314
Glenn's Ferry	312	Preston	306
Hailey	312	Pocatello	314
Harrison	320	Shoshone	311
Idaho Falls	307	Spencer	307
Ketchum	312	Wallace	320
Kimama	311	Wardner	320
Lewiston	319	Weiser	314
Market Lake	307		

MONTANA.

Butte	311	Melrose	310
Dillon	310	Monida	307
Divide	310	Silver Bow	311
Grand Canon of the Yellowstone	308	Yellowstone National Park	307, 308
Lima	310		

OREGON.

Albany	292	Jacksonville	290
Ashland	290	Kamela	316
Arlington	323	Lalourelle	326
Athena	318	Le Grande	316
Baker City	314	Manufacturing	295
Beggs	324	Magnificent Harbor	299
Bingham Springs	316	Meacham	316
Bonneville	325	Modern Improvements	295
Cascade Locks	325	Mosier	324
Columbia River	323	Multonomah Falls	326
Dalles	324	Mount Hood	324
Divide	292	Oregon City	293
Durkee	314	Oregon Railway & Navigation Co.	314
Echo	319	Oregon and the Siskiyou	290
Elgin	316	Pacific Ocean Trip	326
Eugene	292	Pendleton	316
Fairview	326	Perry	316
Heppner	323	Picturesque Surroundings	296
Heppner Junction	323	Pleasant Valley	314
Hilgard	316	Portland	293
Hood, Mount	324	Portland to San Francisco	326
Hood River	324	Rogue River Valley	290
Hot Lake	315	Roseburg	292
Huntington	314	Salem	292

OREGON — Continued.

	PAGE
Scenic Attractions	202
Siskiyou Station	[illegible]
State Line	209
Troutdale	326
Umatilla	310
Umatilla Valley	[illegible]
Union	315
Viento	325

WASHINGTON.

Bellis	308
Climate of Puget Sound	307
Colfax	317
Dayton	308
Farmland	302
Garfield	320
La Crosse	324
Latah	320
Magnificent Harbor	298
Okesdale	320
Pomeroy	308
Pullman	305
Rockford	321
Seattle	300
Seattle, Advantages of	304
Seattle, Beauty of	302
Spokane	322
Starbuck	318
Tacoma	296
Tea Trade with the Orient	300
Tekoa	320
Terminal and Shipping Facilities	299
Trade with the Middle West	299
Trade with South America and Mexico	298
Wilbur	[illegible]
Walla Walla	318
Wallula	[illegible]
Waverley	322

MISCELLANEOUS.

Altitude of Mountain Peaks and Passes	328
Altitude of Mountain Passes	330
Altitude of Lakes	331
Altitudes of Towns and Cities	331
Pronunciation of proper names	341